

# MOTOR MAGAZINE'S 1954

(Models 1947-1953)

## Canadian Service Data Book

Price  
**\$2.00**

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1954 EDITION  
of  
MOTOR MAGAZINE'S  
**CANADIAN  
SERVICE DATA BOOK**

Q M 6-2-54  
J. Henderson  
184 D.M.

J. M. Giff

A complete service reference for the automotive mechanic,  
containing manufacturers' specifications on tune-up and  
maintenance for all passenger car makes and models.

Q M 1-2-54

Brampton, Ont

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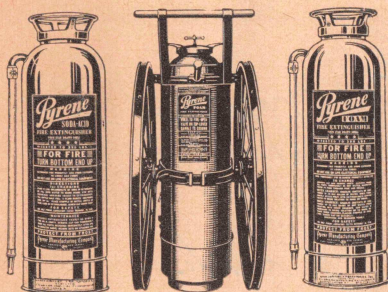
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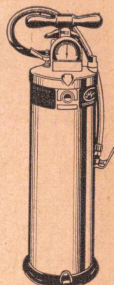
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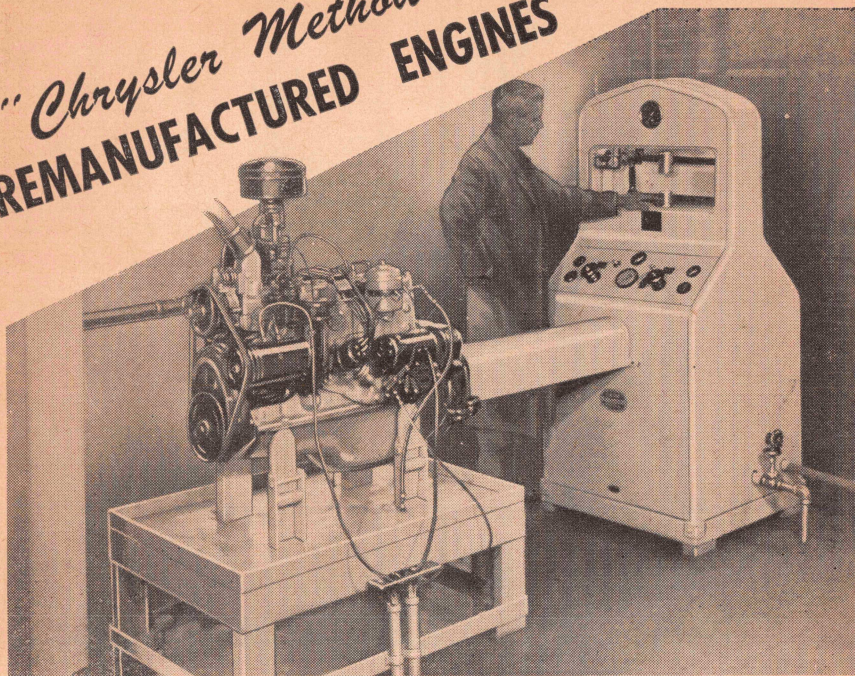
## ENGINE SPECIFICATIONS

Make and Model	Year	No. Cylinders and Valve Arrangement	Bore and Stroke	Compression Ratio—Standard	Cranking Speed (R.P.M.)	Compression Pressure at Cranking Speed (lbs.)	
<b>ANGLIA</b> (English)							
Four Cylinder.....	'49	4-L	2.5x3.64	6.16	80	104°	
Four Cylinder.....	'50	4-L	2.5x3.64	6.16	80	104°	
Four Cylinder.....	'51	4-L	2.5x3.64	6.16	80	104°	
Four-Cylinder.....	'52	4-L	2.5x3.64	6.16	80	104°	
<b>AUSTIN</b> (English)							
A-40 Dev & Dor.....	'48	4-L	2.578x3.5	7.2	225	120-125	
A-40 Dev & Dor.....	'49	4-L	2.578x3.5	7.2	225	120-125	
A-40 Dev & Dor.....	'50	4-L	2.578x3.5	7.2	225	120-125	
A-125 Sheerline.....	'51	6-L	3.437x4.3	6.8	—	130	
A-90 Atlantic.....	'51	4-L	3.437x4.3	7.5	—	145	
A-70 Hereford.....	'51	4-L	3.125x4.3	6.8	—	135	
A-40 Devon.....	'51	4-L	2.578x3.5	7.2	—	120	
A-40 Somerset.....	'52	4-L	2.578x3.5	7.2	225	120-125	
A-70 Hereford.....	'52	4-L	3.125x4.3	6.8	225	135	
A-70 Hereford.....	'53	4-L	3.125x4.3	6.8	500	120	
A-40 Somerset.....	'53	4-L	2.578x3.5	7.2	500	120	
A-30.....	'53	4-L	2.28x3.00	7.2	500	120	
<b>BUICK</b>							
Series 40.....	'47	8-L	3 $\frac{3}{16}$ x4 $\frac{1}{2}$	6.30	—	112	
Series 50.....	'47	8-L	3 $\frac{3}{16}$ x4 $\frac{1}{2}$	6.30	—	112	
Series 70.....	'47	8-L	3 $\frac{3}{16}$ x4 $\frac{1}{2}$	6.60	—	114	
Series 40, 50, 70.....	'48	(Not distributed in Canada)					
Series 40, 50, 70.....	'49	(Not distributed in Canada)					
Series 40, 50, 70.....	'50	(Not distributed in Canada)					
Series 40 Cus.....	'51	8-L	3.18-4.12	6.6	140/1000	114	
Series 50, 70.....	'51	(Not distributed in Canada)					
Series 40.....	'52	8-L	3.187x4.125	6.60	450	—	
Series 50.....	'52	8-L	3.187x4.125	6.90	450	—	
Series 70.....	'52	8-L	3.437x4.312	7.50	450	—	
Series 40.....	'53	8-L	3.187x4.125	7.0	450	—	
Series 50.....	'53	V-8-1	4.00x3.20	8.0	450	—	
Series 70.....	'53	V-8-1	4.00x3.20	8.5	450	—	
<b>CADILLAC</b>							
V-8.....	'47	8-L	3 $\frac{1}{2}$ x4 $\frac{1}{2}$	7.25	—	100-105	
V-8.....	'48	(Not distributed in Canada)					
V-8.....	'49	(Not distributed in Canada)					
V-8.....	'50	(Not distributed in Canada)					
V-8.....	'51	(Not distributed in Canada)					
V-8.....	'52	8-L	3.812x3.625	7.50	430	—	
6219.....	'53	8-L	3.812x3.652	8.25	400	140	
6237.....	'53	8-L	3.812x3.652	8.25	400	140	
6237D.....	'53	8-L	3.812x3.652	8.25	400	140	
6267.....	'53	8-L	3.812x3.652	8.25	400	140	
6267S.....	'53	8-L	3.812x3.652	8.25	400	140	
6019.....	'53	8-L	3.812x3.652	8.25	400	140	
7523.....	'53	8-L	3.812x3.652	8.25	400	140	
7533.....	'53	8-L	3.812x3.652	8.25	400	140	
<b>CHEVROLET</b>							
Six.....	'47	6-L	3 $\frac{1}{2}$ x3 $\frac{3}{4}$	6.50	210-220	110	
Six.....	'48	6-L	3 $\frac{1}{2}$ x3 $\frac{3}{4}$	6.50	210-220	110	
Six.....	'49	6-L	3 $\frac{1}{2}$ x3 $\frac{3}{4}$	6.60	210-220	110	
Six.....	'50	6-L	3 $\frac{1}{2}$ x3 $\frac{3}{4}$	6.60	210-220	110	
Six.....	'51	6-L	3 $\frac{1}{2}$ x3 $\frac{3}{4}$	6.60	210-220	110	
Conventional.....	'52	6-L	3 $\frac{1}{2}$ x3 $\frac{3}{4}$	6.60	450-500	—	
Powerglide.....	'52	6-L	3 $\frac{3}{16}$ x3 $\frac{11}{16}$	6.70	430-450	—	
Conventional.....	'53	6-L	3 $\frac{3}{16}$ x3 $\frac{11}{16}$	7.1	125	130M	
Powerglide.....	'53	6-L	3 $\frac{3}{16}$ x3 $\frac{11}{16}$	7.5	125	130M	
<b>CHRYSLER</b>							
Six-C38W, C38S '47	6-L	3 $\frac{3}{16}$ x4 $\frac{1}{2}$	6.60	150	125-135		
Eight-C39, C40 '47	8-L	3 $\frac{3}{16}$ x4 $\frac{1}{2}$	6.70	150	130		
<b>CONSUL</b> (English)							
Four Cylinder.....	'52	4-L	3.12x3.0	6.80	—	—	
Four.....	'53	4-L	3.126x3.0	6.8	—	118	
<b>CROSLEY</b>							
CC(to 41547).....	'47	4-L	2 $\frac{1}{2}$ x2 $\frac{1}{4}$	7.50	135	110-140	
CC, CD							
(41547-106039) '48	4-L	2 $\frac{1}{2}$ x2 $\frac{1}{4}$	7.50	135	110-140		
CD							
(After 106039) '49	4-L	2 $\frac{1}{2}$ x2 $\frac{1}{4}$	7.50	135	110-140		
Crosley.....	'50	4-L	2 $\frac{1}{2}$ x2 $\frac{1}{4}$	8.00	260	125-135	
(All models).....	'51	4-L	2 $\frac{1}{2}$ x2 $\frac{1}{4}$	8.10	125-135a	125-135	
(All models).....	'52	4-L	2.5x2.25	8.00	450-500	—	
<b>DE SOTO</b>							
S-11.....	'47	6-L	3 $\frac{3}{16}$ x4 $\frac{1}{2}$	6.80	150	125-135	
S-11.....	'48	6-L	3 $\frac{3}{16}$ x4 $\frac{1}{2}$	6.80	150	125-135	
S-13 Custom.....	'49	6-L	3 $\frac{3}{16}$ x4 $\frac{1}{2}$	6.80	150	125-135	
S14 Custom.....	'50	6-L	3 $\frac{3}{16}$ x4 $\frac{1}{2}$	6.80	150	125-135	
S-15.....	'51	6-L	3 $\frac{3}{16}$ x4 $\frac{1}{2}$	7.00	150	125-140	
S15.....	'52	6-L	3 $\frac{3}{16}$ x4 $\frac{1}{2}$	7.00	150	125-140	
S17.....	'52	8-L	3 $\frac{3}{16}$ x3 $\frac{11}{16}$	7.10	150	135-165	
S-18.....	'53	6-L	3 $\frac{3}{16}$ x4 $\frac{1}{2}$	7.0	150-200	120-150	
S-16, V-8.....	'53	8-L	3 $\frac{3}{16}$ x3 $\frac{11}{16}$	7.10	150-200	125-155	
<b>DODGE</b>							
D-25.....	'47	6-L	3 $\frac{3}{16}$ x4 $\frac{1}{2}$	6.50	125	125-135	
D-25.....	'47	6-L	3 $\frac{3}{16}$ x4 $\frac{1}{2}$	6.80	125	125-135	
D-25.....	'48	6-L	3 $\frac{3}{16}$ x4 $\frac{1}{2}$	6.70	125	125-135	
D-24.....	'48	6-L	3 $\frac{3}{16}$ x4 $\frac{1}{2}$	6.80	125	125-135	
D-30.....	'49	6-L	3 $\frac{3}{16}$ x4 $\frac{1}{2}$	6.80	125	125-135	
D-31, D-32.....	'49	6-L	3 $\frac{3}{16}$ x4 $\frac{1}{2}$	6.70	125	125-135	
D34 Custom.....	'50	6-L	3 $\frac{3}{16}$ x4 $\frac{1}{2}$	6.80	125	125-135	
D35, D36 Del. &							
Sp. Deluxe.....	'50	6-L	3 $\frac{3}{16}$ x4 $\frac{1}{2}$	6.70	125	125-135	
D-39, D-40.....	'51	6-L	3 $\frac{3}{16}$ x4 $\frac{1}{2}$	6.70	150	125-135	
D-42.....	'51	6-L	3 $\frac{3}{16}$ x4 $\frac{1}{2}$	7.00	150	125-140	
D39, D40.....	'52	6-L	3 $\frac{3}{16}$ x4 $\frac{1}{2}$	6.70	150	125-135	
D42.....	'52	6-L	3 $\frac{3}{16}$ x4 $\frac{1}{2}$	7.00	150	125-140	
D-43.....	'53	6-L	3 $\frac{3}{16}$ x4 $\frac{1}{2}$	6.70	150	125-135	
D-44, V-8.....	'53	8-L	3 $\frac{3}{16}$ x3 $\frac{3}{4}$	7.10	200	150-200	
<b>FORD</b>							
DeLux & Super '47	8-L	3 $\frac{3}{16}$ x3 $\frac{3}{4}$	6.80	100	110		
DeLux & Super '48	8-L	3 $\frac{3}{16}$ x3 $\frac{3}{4}$	6.80	100	110		
V-8.....	'49	8-L	3 $\frac{3}{16}$ x3 $\frac{3}{4}$	6.80	125	110	
V-8.....	'50	8-L	3 $\frac{3}{16}$ x3 $\frac{3}{4}$	6.80	100	110	
V-8.....	'51	8-L	3 $\frac{3}{16}$ x3 $\frac{3}{4}$	6.80	100	110	
V-8.....	'52	8-L	3.19x3.75	7.20	100	110	
V-8.....	'53	8-L	3.19x3.75	7.2	100	110	



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## ENGINE SPECIFICATIONS

Make and Model	Year	No. Cylinders and Valve Arrangement	Bore and Stroke	Compression Ratio—Standard	Cranking Speed (R.P.M.)	Compression Pressure at Cranking Speed (lbs.)
FRAZER						
F-47.....	'47	6-L	3½ <sub>16</sub> x4½	6.86	70	120
F-47&C; 485&6. 48	6-L	3½ <sub>16</sub> x4½	7.30	70	120-130	120-130
F-495 & 6.....	'49	6-L	3½ <sub>16</sub> x4½	7.30	70	120-130
F-495 & 6.....	'50	6-L	3½ <sub>16</sub> x4½	7.30	70	120-130
F-515 & 6.....	'51	6-L	3½ <sub>16</sub> x4½	7.30	70	120 (F)
HENRY J						
K523 Vagabond, Corsair.....	'52	4-L	3½ <sub>16</sub> x4½	7.00	—	115
K524 Vagabond, Corsair.....	'52	6-L	3½ <sub>16</sub> x3½	7.00	—	115
Corsair 6-Cyl.....	'53	6-L	3½ <sub>16</sub> x3½	7.0-1	70-100	120-130
Corsair 4-Cyl.....	'53	4-L	3½ <sub>16</sub> x4½	7.0-1	70-100	115-120
HILLMAN MINX (English)						
Mark III.....	'49	4-L	2.48x3.74	6.30	—	112-118
Mark IV.....	'50	4-S	65x95m	6.60	—	112-118
Mark IV.....	'51-53	4-L	2.56x3.74	6.63	—	118-124
HUDSON						
Six 171, 172.....	'47	6-L	3x5	6.50	125	120
Eight 173, 174.....	'47	8-L	3x4½	6.50	125	119
Series 481, 482.....	'48	6-L	3½ <sub>16</sub> x4½	6.50	150	110
Series 483, 484.....	'48	8-L	3x4½	6.50	150	119(f)
Series 491, 492.....	'49	6-L	3½ <sub>16</sub> x4½	6.50	125	119
Series 493, 494.....	'49	8-L	3x4½	6.50	125	119
500.....	'50	6-L	3½ <sub>16</sub> x3¾	6.70	125	100
501 and 502.....	'50	6-L	3½ <sub>16</sub> x4½	6.70	125	100
509 and 504.....	'50	8-L	3x4½	6.70	125	100
4A & 11A.....	'51	6-L	3½ <sub>16</sub> x3¾	6.70	120	100M
5A & 6A.....	'51	6-L	3½ <sub>16</sub> x4½	7.20	120	100M
7A Hornet.....	'51	6-L	3½ <sub>16</sub> x4½	7.20	120	100M
8A.....	'51	8-L	3x4½	6.70	120	100M
4B.....	'52	6-L	3½ <sub>16</sub> x3¾	6.70	120	100
5B, 6B.....	'52	6-L	3½ <sub>16</sub> x4½	6.70	120	160
7B.....	'52	6-L	3½ <sub>16</sub> x4½	7.20	120	100
8B Commodore.....	'52	8-L	3x4½	6.70	120	100
Eight.....	'53	6-L	3x4.75	7.5	100	100M
Jet 1C.....	'53	6-L	3x4.75	7.5	100	100M
Super Jet 2C.....	'53	6-L	3x4.75	7.5	100	100M
Wasp 4C.....	'53	6-L	3.56x3.87	6.7	120	100M
Super Wasp 5C.....	'53	6-L	3.56x4.37	6.7	120	100M
Hornet 7C.....	'53	6-L	3.81x4.50	7.2	120	100M
HUMBER (English)						
Sup.Snipe MkII.....	'48	6-S	3.35x4.72	6.25	—	112-117
Mark III.....	'49	4-L	2.95x4.33	6.40	—	112-120
Hawk Mk. III.....	'49	4-S	2.95x4.33	6.40	—	112-120
Sup.Snipe MkII.....	'49	6-S	3.35x4.72	6.25	—	112-117
Pullman Mk. II.....	'49	6-S	3.35x4.72	6.25	—	112-117
Hawk Mk. III.....	'50	4-S	2.95x4.33	6.40	—	112-120
Pullman Mk. II.....	'50	6-S	3.35x4.72	6.25	—	112-117
Sup.Snipe MkII.....	'50	6-S	3.35x4.72	6.25	—	112-117
Hawk IV.....	'51-52	4-L	3.18x4.33	6.32	—	112-120
SuperSnipe III.....	'51-52	6-L	3.34x4.72	6.26	—	112-117
Super Snipe IV.....	'53	6-L	3.5x4.375	6.48	—	116-124
Hawk V.....	'53	4-L	3.18x4.33	6.32	—	112-120
JAGUAR (English)						
2½-Litre. MkV.....	'49	6-1	73x106m	7.30	—	—
3½-Litre. MkV.....	'49	6-1	82x110m	6.75	—	—
3½-Litre. XK120.....	'49	6-1	83x106m	7.00	—	—
KAISER						
K-100.....	'47	6-L	3½ <sub>16</sub> x4½	6.86	70	120
K-100&1; 481&2'48	6-L	3½ <sub>16</sub> x4½	7.30	70	120-130	120-130
K-491&2.....	'49	6-L	3½ <sub>16</sub> x4½	7.30	70	120-130
K-491 & 2.....	'50	6-L	3½ <sub>16</sub> x4½	7.30	70	120-130
K-511 & K-512.....	'51	6-L	3½ <sub>16</sub> x4½	7.30	70	120(F)
K521, K522.....	'52	6-L	3½ <sub>16</sub> x4½	7.30	70	120
K-55.....	'53	6-L	3½ <sub>16</sub> x4½	7.3-1	70	120
LINCOLN						
Lin. & Cont.....	'47	12-L	2½ <sub>16</sub> x3¾	7.30	100	125
Lin. & Cont.....	'48	12-L	2½ <sub>16</sub> x3¾	7.30	100	125
Lin. & Cont.....	'49	(Not distributed in Canada)				
Lin. & Cont.....	'50	(Not distributed in Canada)				
Lincoln.....	'51	V8-L	3.5x4.375	7.00	190	110
Cosmopolitan.....	'51	V8-L	3.5x4.375	7.00	190	110
Lincoln.....	'52	8-L	3.8x3.5	7.50	—	—
Lincoln.....	'53	8-L	3.8x3.5	8.0	115	120
MERCURY						
114, 114X & 118'47	8-L	3½ <sub>16</sub> x3¾	7.20	100	115	
114, 114X & 118'48	8-L	3½ <sub>16</sub> x3¾	7.20	100	115	
Mercury.....	'49	8-L	3½ <sub>16</sub> x4	7.20	125	115
Mercury.....	'50	8-L	3½ <sub>16</sub> x4	6.80	100	115
Mercury.....	'51	8-L	3½ <sub>16</sub> x4	6.80	100	115
Mercury.....	'52	8-L	3.19x4.0	7.20	100	115
Mercury.....	'53	8-L	3.19x4.0	7.2	100	120
METEOR						
Meteor.....	'49	8-L	3½ <sub>16</sub> x3¾	6.80	125	110
Meteor.....	'50	8-L	3½ <sub>16</sub> x3¾	6.80	100	110
Meteor.....	'51	8-L	3½ <sub>16</sub> x4	6.80	100	110
Customline.....	'52	8-L	3.19x4.0	6.80	100	115
Mainline.....	'52	8-L	3.19x3.75	7.20	100	110
Mainline.....	'53	8-L	3.19x3.75	7.2	100	110
Customline.....	'53	8-L	3.19x4.0	6.8	100	115
MG (English)						
T.C.....	'48	4-L	66.5x90m	7.40	—	145-150
Series "Y".....	'49	4-L	66.5x90m	7.40	—	145-150
Series TD.....	'50	4-L	66.5x90m	7.25	—	165
Series "Y".....	'50	4-L	66.5x90m	7.3-7.5	—	165
Series "TD".....	'51	4-L	66.5x90m	7.25	—	165
Series "Y".....	'51	4-L	66.5x90m	7.3-7.5	—	165
Midget TD.....	'52, '53	4-L	66.5x90m	7.25	—	165
1¼ Litre YB'52, '53	4-L	66.5x90m	7.25	—	—	165
MONARCH						
V-8.....	'47	8-L	3½ <sub>16</sub> x3¾	6.80	100	110
V-8.....	'48	8-L	3½ <sub>16</sub> x3¾	6.80	100	110
V-8.....	'49	8-L	3½ <sub>16</sub> x4.0	7.20	125	115
V-8.....	'50	8-L	3½ <sub>16</sub> x4.0	6.80	100	115
V-8.....	'51	8-L	3½ <sub>16</sub> x4.0	6.80	100	115
V-8.....	'52	8-L	3.19x4.0	7.20	100	115
V-8.....	'53	8-L	3.19x4.0	7.2	100	120



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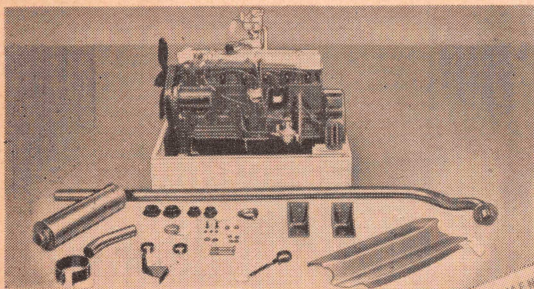
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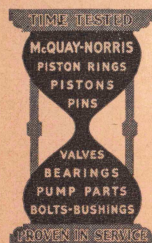
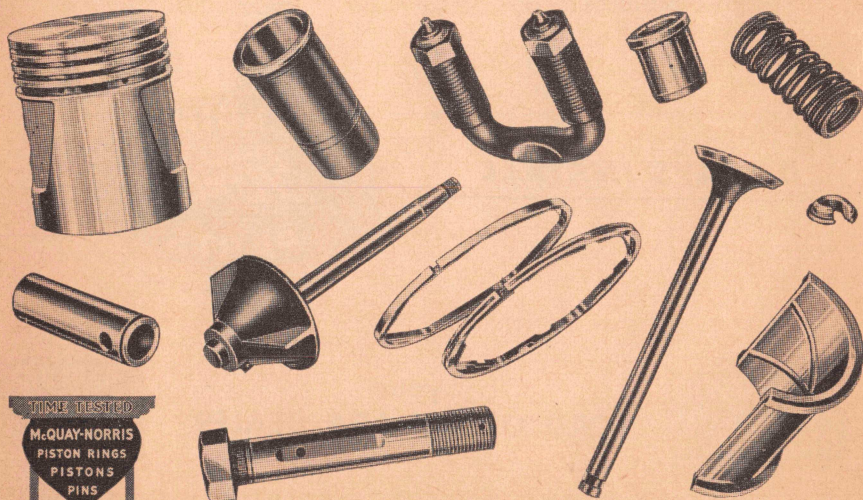
**REO MOTOR COMPANY OF CANADA LTD.,**  
LEASIDE, TORONTO, ONTARIO



## ENGINE SPECIFICATIONS

Make and Model	Year	No. Cylinders and Valve Arrangement	Bore and Stroke	Compression Ratio—Standard	Cranking Speed (R.P.M.)	Compression Pressure at Cranking Speed (lbs.)	Make and Model	Year	No. Cylinders and Valve Arrangement	Bore and Stroke	Compression Ratio—Standard	Cranking Speed (R.P.M.)	Compression Pressure at Cranking Speed (lbs.)
<b>MORRIS</b> (English)							Series 4940.....	'49	6-L	3 1/8x3 3/4	7.00	350	120
Minor.....	'48	4-S	2.24x3.54	6.5-6.7	—	105-110	Series 4960.....	'49	6-L	3 1/8x4 1/8	7.02	350	125
Oxford.....	'48	4-S	2.89x3.42	6.8-7	—	105-110	Can. Statesman.....	'50	6-L	3 1/8x4	7.00	450-500	120
Minor.....	'49	4-S	2.24x3.54	6.5-6.7	—	105-110	Statesman(U.S.).....	'50	6-L	3 1/8x4	7.00	450-500	120
"Six".....	'49	6-1	2.89x3.42	7.00	—	110-115	Amb'ador(U.S.).....	'50	6-1	3 1/8x4 1/8	7.30	450-500	130
Oxford.....	'49	4-S	2.89x3.42	6.8-7	—	105-110	Rambler(U.S.).....	'50	6-L	3 1/8x3 3/4	7.25	450-500	120
Oxford.....	'50	4-S	2.89x3.42	6.8-7	—	105-110	Can. Statesman.....	'51	6-L	3 1/8x4	7.00	450-500	120
Minor.....	'50	4-S	2.24x3.54	6.5-6.7	—	105-110	Series 5210.....	'52	6-L	3 1/8x3 3/4	7.25	500	—
"Six".....	'50	6-1	2.89x3.42	7.00	—	110-115	Series 5240.....	'52	6-L	3 1/8x4 1/4	7.00	500	—
Minor.....	'51	4-S	2.24x3.54	6.5-6.7	—	105-110	Series 5260.....	'52	6-1	3 1/2x4 1/8	7.30	500	—
Oxford.....	'51	4-S	2.89x3.42	6.4-6.6	—	105-110	Cdn.Stmn. 15345.....	'53	6-L	3 1/8x4 1/4	7.45-1	500	120
Six.....	'51	6-1	2.89x3.42	6.5-6.6	—	110-115	Stmn (U.S.) 5340.....	'53	6-L	3 1/8x4 1/4	7.45-1	500	120
Minor.....	'52	'53	4-S	2.24x3.54	6.5-6.7	105-110	Can. Rambler.....	'53	6-L	3 1/8x4	7.25-1	500	120
Oxford.....	'52	'53	4-S	2.89x3.42	6.4-6.6	105-110	Rambler (U.S.).....	'53	6-L	3 1/8x4	7.25-1	500	120
Six.....	'52	'53	6-1	2.89x3.42	6.5-6.6	110-115	5310.....	'53	6-L	3 1/8x4	7.25-1	500	120
Minor Series II.....	'53	4-1	2.28x3.00	7.2	—	—	Amb'dr. Jetfire.....	'53	6-L	3 1/2x4 1/8	7.3-1	500-s & o	120
<b>NASH</b>							Ambassador.....						
Series 4740.....	'47	6-L	3 1/8x3 3/4	7.10	350	120	Dual Jetfire.....	'53	6-L	3 1/2x4 1/8	8.0-1	550-650	130
Series 4760.....	'47	6-L	3 1/8x4 1/8	7.02	350	125	<b>OLDSMOBILE</b>						
Series 4840.....	'48	6-L	3 1/8x3 3/4	7.00	350	120	Six.....	'47	6-L	3 1/2x4 1/8	6.50	100	102*
Series 4860.....	'48	6-1	3 1/8x4 1/8	7.10	350	125	(Continued on page 11)						

For key to abbreviations see page 13



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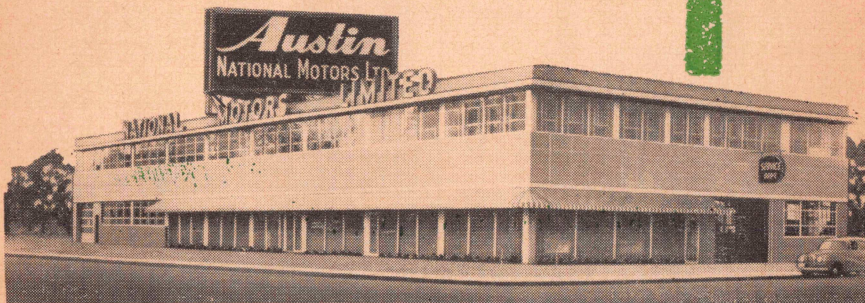
## ENGINE SPECIFICATIONS

Make and Model	Year	No. Cylinders and Valve Arrangement	Bore and Stroke	Compression Ratio—Standard	Cranking Speed (R.P.M.)	Compression Pressure at Cranking Speed (lbs.)
<b>OLDSMOBILE (Continued)</b>						
Eight.....	'47	8-L	3 1/2 x 3 3/4	6.50	100	105*
Six.....	'48	6-L	3 1/2 x 4 1/2	6.50	100	102*
Eight.....	'48	8-L	3 1/2 x 3 3/4	6.50	100	105*
Six.....	'49	6-L	3 1/2 x 4 1/2	6.50	100	102*
Six.....	'49	8-L	3 1/2 x 3 3/4	7.25	100	105*
Six (76).....	'50	6-L	3 1/2 x 4 1/2	6.50	—	160f
Eight (88).....	'50	8-L	3 3/4 x 3 3/4	7.25	150	136
Eight ("88").....	'51	8-L	3 3/4 x 3 3/4	7.50	120	130-150
Eight.....	'52	8-L	3 3/4 x 3 3/4	7.50	425	—
De Luxe "88".....	'53	8-L	3 3/4 x 3 3/4	8.0	425	—
Super "88".....	'53	8-L	3 3/4 x 3 3/4	8.0	120	—
"98".....	'53	8-L	3 3/4 x 3 3/4	8.0	375	—
<b>PACARD</b>						
2100 & 2130*.....	'47	6-L	3 1/2 x 4 1/4	6.71	—	—
2101 & 2111.....	'47	8-L	3 1/2 x 4 1/4	6.85	—	—
2103, 2106 & 2126*.....	'47	8-L	3 1/2 x 4 1/4	6.85	—	—
2201 & 2211.....	'48	8-L	3 1/2 x 3 3/4	7.00	—	—
2202 & 2232.....	'48	8-L	3 1/2 x 4 1/4	7.00	—	—
2206 & 2233.....	'48	8-L	3 1/2 x 4 1/4	7.00	—	—
2301.....	'49	8-L	3 1/2 x 3 3/4	7.00	—	—
2302, 2332.....	'49	8-L	3 1/2 x 4 1/4	7.00	—	—
2306, 2333.....	'49	8-L	3 1/2 x 4 1/4	7.00	—	—
301.....	'50	8-L	3 1/2 x 3 3/4	7.00	—	—
2302, 2332.....	'50	8-L	3 1/2 x 4 1/4	7.00	—	—
2306, 2333.....	'50	8-L	3 1/2 x 4 1/4	7.00	—	—
Series 200, 2401.....	'51	8-L	3 1/2 x 3 3/4	7.00	—	—
Series 300, 2402.....	'51	8-L	3 1/2 x 4 1/4	7.00	—	—
Series 400, 2406.....	'51	8-L	3 1/2 x 4 1/4	7.80	—	—
270, 2501.....	'52	8-L	3 1/2 x 3 3/4	7.00	—	—
250, 2531.....	'52	8-L	3 1/2 x 4 1/4	7.00	—	—
300, 2502.....	'52	8-L	3 1/2 x 4 1/4	7.80	—	—
400, 2560.....	'52	8-L	3 1/2 x 4 1/4	7.7	—	—
2601.....	'53	8-L	3 1/2 x 3 3/4	8.0	—	—
2611.....	'53	8-L	3 1/2 x 4 1/4	8.0	—	—
2602.....	'53	8-L	3 1/2 x 4 1/4	8.0	—	—
2631.....	'53	8-L	3 1/2 x 4 1/4	8.0	—	—
2606.....	'53	8-L	3 1/2 x 4 1/4	8.0	—	—
2626.....	'53	8-L	3 1/2 x 4 1/4	8.0	—	—
2633.....	'53	8-L	3 1/2 x 3 3/4	7.7	—	—
2613.....	'53	8-L	3 1/2 x 4 1/4	8.0	—	—
<b>PLYMOUTH</b>						
P-15.....	'47	6-L	3 3/8 x 4 1/8	6.50	125	125-135
P-15.....	'48	6-L	3 3/8 x 4 1/8	6.70	125	125-135
P17, P18.....	'49	6-L	3 3/8 x 4 1/8	6.70	125	125-135
P-19 Del-luxe.....	'50	6-L	3 3/8 x 4 1/8	6.70	125	125-135
P-20 Del.&Sp.....	'50	6-L	3 3/8 x 4 1/8	6.70	125	125-135
P22.....	'51	6-L	3 3/8 x 4 1/8	6.70	150	125-135
P22, P23.....	'52	6-L	3 3/8 x 4 1/8	6.70	150	125-135
P-24.....	'53	6-L	3 3/8 x 4 1/8	6.70	150	125-135
<b>PONTIAC</b>						
Six.....	'47	6-L	3 3/8 x 4	6.50	220	105-110
Eight.....	'47	8-L	3 1/2 x 3 3/4	6.50	220	105-110
Six.....	'48	6-L	3 3/8 x 4	6.50	220	105-110
Eight.....	'48	8-L	3 1/2 x 3 3/4	6.50	220	105-110</



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franchise!**



## ENGINE SPECIFICATIONS

Make and Model	Year	No. Cylinders and Valve Arrangement	Bore and Stroke	Compression Ratio—Standard	Cranking Speed (R.P.M.)	Compression Pressure at Cranking Speed (lbs.)	Make and Model	Year	No. Cylinders and Valve Arrangement	Bore and Stroke	Compression Ratio—Standard	Cranking Speed (R.P.M.)	Compression Pressure at Cranking Speed (lbs.)
<b>TRIUMPH</b> (English)							4x4.63Sta.Wgn.'50	4-L	3 $\frac{1}{2}$ x4 $\frac{3}{8}$	6.48	—	—	—
TRD (1800).....'47	48	4-1	73x106m	6.7	—	—	6-73 Sta.Wgn.'50	6-L	3 $\frac{1}{8}$ x3 $\frac{1}{2}$	6.90	185	145	135
TRA.....'49	4-1	85x92m	6.7	—	—	—	4-73VJ Jeepster '50	4-F	3 $\frac{1}{8}$ x4 $\frac{3}{8}$	7.40	185	135	—
TRA.....'51	4-1	85x92m	6.7	—	—	—	6-73VJ Jeepster '50	6-L	3 $\frac{1}{8}$ x3 $\frac{1}{2}$	6.90	185	145	135
Mayflower.....'53	4-L	2.48x3.94	6.8	500	—	—	4-73 & 4-73VJ.....'51	4-F	3 $\frac{1}{8}$ x4 $\frac{3}{8}$	7.40	185	135	—
<b>VANGUARD</b> (English)							4x4.63Sta.Wgn.'51	4-L	3 $\frac{1}{8}$ x4 $\frac{3}{8}$	6.48	—	—	—
Sedan & Est. car '49	4-1	3.347x3.622	6.70	200	120	—	6-73 & 6-73VJ.....'51	6-L	3 $\frac{1}{8}$ x3 $\frac{1}{2}$	6.90	185	145	135
Sedan & Est. car '50	4-1	3.34x3.62	6.70	200	120	—	Model 685.....'52	6-F	3 $\frac{1}{8}$ x3 $\frac{1}{2}$	7.60	185	140	—
Sedan & Est. car '51	4-1	3.34x3.62	6.70	200	120	—	Model 675.....'52	6-L	3 $\frac{1}{8}$ x3 $\frac{1}{2}$	6.90	185	145	135
Standard.....'53	4-1	3.35x3.62	7	500	—	—	CJ3B Jeep.....'53	4-F	3 $\frac{1}{8}$ x4 $\frac{3}{8}$	6.90	185	140	—
<b>VAUXHALL LIP</b> (English)							Model 685.....'53	6-F	3 $\frac{1}{8}$ x3 $\frac{1}{2}$	7.60	185	140	—
Velox.....'49	6-1	2.736x3.946	7.50-100	200H	110-120V	—	Model 675.....'53	6-L	3 $\frac{1}{8}$ x3 $\frac{1}{2}$	6.90	135	145	—
Velox.....'50	6-1	2.73x3.94	7.50	200	110-120	—	<b>WOLSELEY</b> (English)						
Velox.....'51	6-1	2.73x3.94	7.50	200	110-120	—	Four-Fifty.....'49	4-1	2.894x3.425	7.00	—	—	—
Velox.....'52-'53	4-1	2.73x3.94	7.50	200	110-120	—	Six-Eighty.....'49	6-1	2.894x3.425	7.00	—	—	—
<b>WILLYS</b>							Six-Eighty.....'48	50	6-1	2.89x3.42	7.00	—	110-115
CJ-2A Uni. Jeep '47	4-L	3 $\frac{1}{8}$ x4 $\frac{3}{8}$	6.48	185	111	—	Four-Fifty.....'48	50	4-1	2.89x3.42	7.00	—	110-115
CJ-2A, 2&4WD.....'48	4-L	3 $\frac{1}{8}$ x4 $\frac{3}{8}$	6.48	185	115	—	Four-Fifty.....'51	4-1	2.89x3.42	6.5-6.6	—	—	110-115
4-63.....'48	4-L	3 $\frac{1}{8}$ x4 $\frac{3}{8}$	6.48	150	115	—	Six-Eighty.....'51	6-1	2.89x3.42	6.5-6.6	—	—	110-115
6-63.....'48	6-L	3x3 $\frac{1}{2}$	6.42	150	117	—	Four-Fifty.....'52	4-1	2.89x3.42	6.5-6.6	—	—	110-115
CJ-2A, 2&4WD.....'49	4-L	3 $\frac{1}{8}$ x4 $\frac{3}{8}$	6.48	185c	115	—	Six-Eighty.....'52	6-1	2.89x3.42	6.5-6.6	—	—	110-115
4-63.....'49	4-L	3 $\frac{1}{8}$ x4 $\frac{3}{8}$	6.48	150	115	—	Four-Fifty.....'53	4-1	2.89x3.42	6.5-6.6	—	—	110-115
6-63.....'49	6-L	3x3 $\frac{1}{2}$	6.42	150	117	—	Six-Eighty.....'53	6-1	2.89x3.42	6.5-6.6	—	—	110-115
CJ-3A.....'49	4-L	3 $\frac{1}{8}$ x4 $\frac{3}{8}$	6.48	150	115	—	<b>ZEPHYR</b> (English)						
4-73 Sta.Wgn.'50	4-F	3 $\frac{1}{8}$ x4 $\frac{3}{8}$	7.40	185	135	—	Six.....'52	6-1	3.12x3.0	6.8	—	—	—
							Six.....'53	6-1	3.126x3.0	6.8	—	—	118

## ABBREVIATIONS

a—At 260 r.p.m.

c—185 r.p.m. cranking speed applies only to CJ-2A for 1948 and up to March 1949 when model superseded by CJ-3A. Cranking speed 150 r.p.m. for 2WD and 4WD.

C—Effective with the following engine numbers, the engine assembly is being changed to a 3 $\frac{1}{8}$ x4 $\frac{3}{8}$  Bore and Stroke.  
P-24-1 No. 4052C, P-24-2 No. 8322C, P-24-3 No. 1 Job,  
D-43-1 No. 3390C, D-43-2 No. 8270C, D-43-3 No. 1 Job.

(f)—At 125 r.p.m.

F—Overhead inlet valves and side exhaust.

(F)—At 70 r.p.m.

h—High Compression 7.50.

H—Hot

I—Valve in head

L—L-type block

m—Millimeters

M—Minimum.

R—Overhead inlet, side exhaust.

s—Standard

S—Side valve.

V—At. 200 r.p.m.

\*—Plus or minus 10. (At. 100 rpm.)

†—Series 2130 taxi cab, six cylinder (Packard)

Ø—Throttle open.

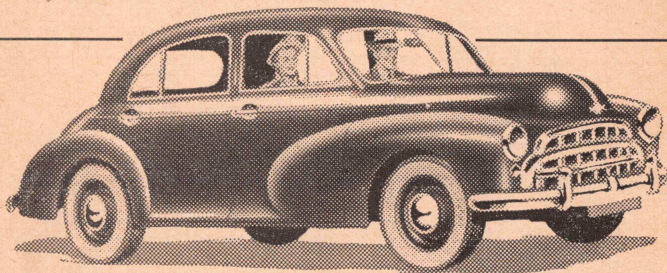
°—Plus or minus 10.

▲—At 60°F air temp.

s &amp; o—standard and overdrive. With Hydramatic, r.p.m. is 375.



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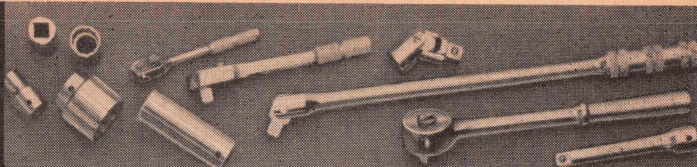


## ENGINE TUNE-UP

Make and Model	Year	Set Breaker Gap (Minimum-Maximum)	Breaker Spring Tension (Ounces) (Min.-Max.)	Timing—Deg. B. or A. TDC	Battery—Terminal Grounded	Valve Clearance—Intake (Minimum-Maximum)	Valve Clearance—Exhaust (Minimum-Maximum)	Compression Pressure at Cranking Speed (lbs.)	Spark Plug— Thread Size (mm) Spark Plug Make— Original Equipment	Spark Plug Model No.	Spark Plug Gap (Minimum-Maximum)	Float Level or Fuel Level
<b>ANGLIA (English)</b>												
Four Cylinder.....	'49	.010-.012	18-22 5B	P	.0115-.0135	.015-.017	104(p)	14	Cha	L-10	.022	.669
Four Cylinder.....	'50	.010-.012	18-22 5B	P	.011-.013	.015-.017	104	14	Cha	L-10	.022	.66a
Four Cylinder.....	'51	.010-.012	18-22 5B	P	.011-.013	.015-.017	104	14	Cha	L-10	.022	.669
Four Cylinder.....	'52	.0115	18-22 5B	P	.011-.013	.011-.013	104	14	Cha	L-10	.022	17M
<b>AUSTIN (English)</b>												
A-40.....	'48	.010-.012	17-20 5°B	P	.015	.015	—	14	Cha	N-8-B	.018	PP
A-40 Devon & Dorset.....	'49	.010-.012	17-20 TDC	P	.015	.015	120-125	14	Cha	N-8-B	.018	PP
A-40 Dev., & Dor.....	'50	.010-.012	20-24 TDC	P	.015H	.015H	120-125	14	Cha	N-8-B	.018	—
A-125 Sheerline.....	'51	.014-.016	20-24 4½B	P	.012	.012	130	14	Cha	N-8-B	.018	—
A-90 Atlantic.....	'51	.014-.016	20-24 6B	P	.012	.012	145	14	Cha	N-8-B	.018	—
A-70 Hereford.....	'51	.014-.016	20-24 6½B	P	.012	.012	135	14	Cha	N-8-B	.018	—
A-40 Devon.....	'51	.014-.016	20-24 TDC	P	.015	.015	120	14	Cha	N-8-B	.018	—
A-40 Somerset.....	'52	.010-.012	20-24 TDC	P	.015	.015	120-125	14	Cha	N-8-B	.018	PP
A-70 Hereford.....	'52	.010-.012	20-24 6½B	P	.012	.012	135	14	Cha	N-8-B	.018	PP
A-70 Hereford.....	'53	.014-.016	22-24 10B	P	.011-.013C	.011-.013C	120	14	Cha	N-8-B	.024-.025	PP
A-40 Somerset.....	'53	.014-.016	20-24 8B	P	.014-.016	.014-.016	120	14	Cha	N-8-B	.017-.019	PP
A-30.....	'53	.014-.016	20-24 11B	P	.014-.016	.014-.016	120	14	Cha	NA-8	.017-.019	PP
<b>BUICK</b>												
Series 40.....	'47	.015-.017	19-23 4B	N	.015H	.015H	112	14	AC	48	.025	†
Series 50.....	'47	.015-.017	19-23 4B	N	.015H	.015H	112	14	AC	48	.025	†
Series 70.....	'47	.015-.017	19-23 6B	N	.015H	.015H	114	14	AC	48	.025	†
Series 40, 50, 70.....	'48	(Not distributed in Canada)										
Series 40, 50, 70.....	'49	(Not distributed in Canada)										
Series 40, 50, 70.....	'50	(Not distributed in Canada)										
Series 40 Custom.....	'51	.0125-.0175 19-23 4B	N	.001-.003	.002-.003	114	14	AC	46X	.023-.028	—	
Series 50, 70.....	'51	(Not distributed in Canada)										
Series 40.....	'52	.0125-.0175 19-23 4B	N	.015H	.015H	—	14	AC	46X	.023-.028	—	
Series 50.....	'52	.0125-.0175 19-23 4B	N	None	None	—	14	AC	46X	.023-.028	—	
Series 70.....	'52	.0125-.0175 19-23 6B	N	None	None	—	14	AC	46X	.023-.028	—	
Series 40.....	'53	.0125-.0173s 19-23 4B	N	.015H t	.015H t	114u	14	AC	46X	.023-.028	—	
Series 50.....	'53	.0125-.0175s 19-23 5B	N	None t	None t	120	14	AC	44-5	.030-.035	—	
Series 70.....	'53	.0125-.0173s 19-23 5B	N	None t	None t	120	14	AC	44-5	.030-.035	—	
<b>CADILLAC</b>												
V-8.....	'47	.0125-.0175 19-23 5B	P	Automatic Take-up	100-105	10	AC	104	.025-.030	††		
V-8.....	'48	(Not distributed in Canada)										
V-8.....	'49	(Not distributed in Canada)										
V-8.....	'50	(Not distributed in Canada)										
V-8.....	'51	(Not distributed in Canada)										
All Models.....	'52	.010-.015 19-23 5B	N	Automatic Take-Up	—	14	AC	48	.035	—		
All Models.....	'53	.016-.021 19-23 —	N	Automatic Take-Up	330	14	AC 46-5	5569286.035	—			
<b>CHEVROLET</b>												
Six.....	'47	.018	17-21 5B	N	.006-.008x	.013-.015x	110	10	AC	M8	.040	1/2
Six.....	'48	.018	17-21 5B	N	.006-.008x	.013-.015x	110	10	AC	M8	.040	1/2
Six.....	'49	.018-.024 17-21 5B	N	.006H	.013H	110	14	AC	46-5	.035	3/8	
Six.....	'50	.018-.024 17-21 5B	N	.001-.0027	.002-.0037	110	14	AC	46-5	.035	—	
Six.....	'51	*.018-.024 17-21 5B	N	.006	.013	110-125	14	AC	46-5	.035	1 1/16	
		▲.015-.022										
Conventional.....	'52	.015-.022 17-21 5B	N	.006H	.013H	—	14	AC	46-5	.035	—	
Powerglide.....	'52	.015-.022 17-21 5B	N	O	O	—	14	AC	46-5	.035	—	
Powerglide.....	'53	.0125-.0175 19-23 5B	N	None 2	None 2	130	14	AC	44-5	.033-.038	1 3/16 4	
Conventional.....	'53	.0125-.0175 19-23 5B	N	.006	.013	130	14	AC	44-5	.033-.038	1 3/16 4	

For key to abbreviations see page 27





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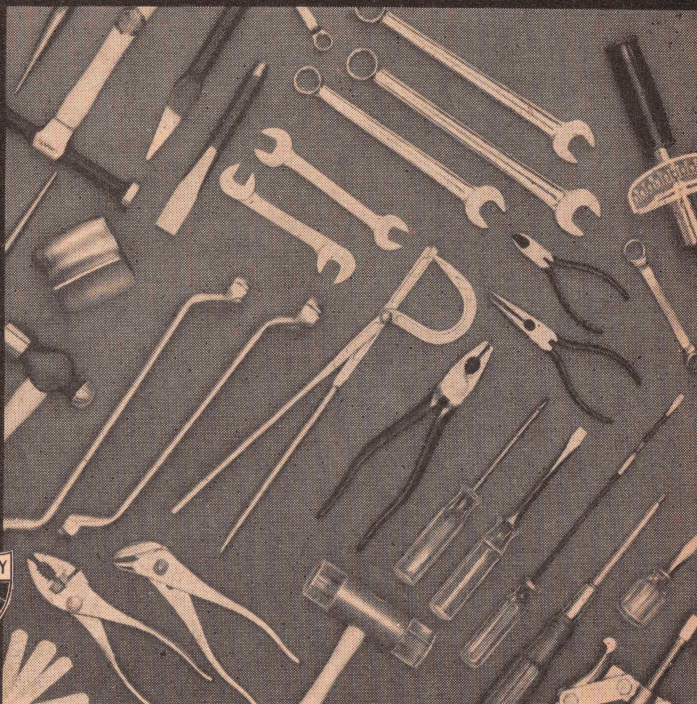
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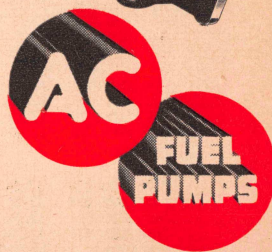
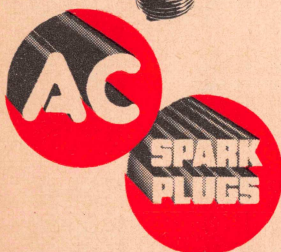
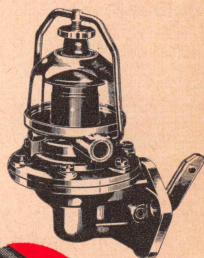
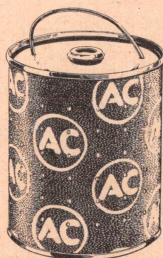
## ENGINE TUNE-UP

Make and Model	Year	Set Breaker Gap (Minimum-Maximum)	Breaker Spring Tension (Ounces) (Min.-Max.)	Timing—Deg. B. or A. TDC	Battery—Terminal Grounded	Valve Clearance—Intake (Minimum-Maximum)	Valve Clearance—Exhaust (Minimum-Maximum)	Compression Pressure at Cranking Speed (lbs.)	Spark Plug— Thread Size (mm)	Spark Plug Make— Original Equipment	Spark Plug Model No.	Spark Plug Gap (Minimum-Maximum)	Float Level or Fuel Level
<b>CHRYSLER</b>													
Six C38W, C38S	'47	.020	17-20	2A	P	.008H	.010H	125-135	14	AL	A7-AN7	.030	$\frac{5}{64}$
Eight C39, C40	'47	.018	18-20	2A	P	.008H	.010H	130	14	AL	A7-AN7	.030	$\frac{5}{64}$
Six C38W, C38S	'48	.020	17-20	2A	P	.008H	.010H	125-135	14	AL	A7-AN7	.030	$\frac{5}{64}$
Eight C39, C40	'48	.018	18-20	2A	P	.008H	.010H	130	14	AL	A7-AN7	.030	$\frac{5}{64}$
Six—C45	'49	.020	17-20	2A	P	.008H	.010H	125-135	14	AL	A7-AN7	.030	$\frac{5}{64}$
Eight—C46, C47	'49	.018	18-20	2A	P	.008H	.010H	125-135	14	AL	A7-AN7	.030	$\frac{5}{64}$
Six C48-1, C48-2	'50	.020	17-20	2A	P	.008H	.010H	125-135	14	AL	AR8	.035	$\frac{5}{64}$
Eight C49-C50	'50	.018	18-20	2A	P	.008H	.010H	125-135	14	AL	AR8	.035	$\frac{5}{64}$
C51	'51	.018-.020	17-20	TDC	P	.008H	.010H	125-140	14	AL	AR8(y)	.035	$\frac{5}{64}$
C51	'52	.018-.020	17-20	2B	P	.008	.010	125-140	14	AL	AR8	.035	$\frac{5}{64}$
C55	'52	.015-.018	17-20	TDC	P	(hydraulic-O)		135-165	14	AL	4S-140	.035	$\frac{5}{64}$
C-60	'53	.018-.020	17-20	TDC	P	.008	.010	120-150	14	AL	AR-8	.035	$\frac{5}{64}$
C-56, V-8	'53	.015-.018	17-20	4B	P	0	0	135-165	14	AL	45-140	.035	$\frac{9}{32}$
<b>CONSUL (English)</b>													
Four Cylinder	'52	.012-.014	18-22	11B	P	.014-.016	.014-.016	118	14	Cha	N-8-B.032		17M
Four Cyl.	'53	.012-.014	18-22	11B	P	.014	.014	118	14	Cha	N-8-B .030-.034	(3)	
<b>CROSLEY</b>													
CC (Up to 41547)	'47	.020-.024	17-20	12B*	P	.005-.006	.006-.007	110-140	14	AL	AN-7E	.025	$\frac{3}{16}$
CC, CD (to 106039)	'48	.020-.024	17-20	12B*	P	.005-.006	.006-.007	110-140	14	AL	AN-7E	.025	$\frac{3}{16}$
CD (After 106039)	'49	.020-.024	17-20	12B	P	.005-.006	.006-.007	110-140	14	AL	AN-7E	.025	$\frac{3}{16}$
Crosley	'50	.020	17-20	12B	P	.004-.006C	.007-.009C	125-135	14	AL	AN-7E	.025	$\frac{17}{64}$ X
All Models	'51	.020	17-20	12B	P	.004-.006	.007-.009	125-135	14	Cha J-8, AL	AN-7	.025	$\frac{17}{64}$ X
All Models	'52	.020	17-20	12/700	P	.004-.006C	.007-.009C	—	14	Cha J-8	AN-7E	.025	—
<b>DE SOTO</b>													
S-11	'47	.020-.024	17-20	TDC	P	.008H	.010H	125-135	14	AL	A7-AN7	.030	$\frac{5}{64}$
S-11	'48	.020-.024	17-20	TDC	P	.008H	.010H	125-135	14	AL	A7-AN7	.030	$\frac{5}{64}$
S-13 Custom	'49	.020	17-20	TDC	P	.008H	.010H	125-135	14	AL	A7-AN7	.030	$\frac{5}{64}$
S14	'50	.020	17-20	TDC	P	.008H	.010H	125-135	14	AL	AR8	.035(c)	$\frac{5}{64}$
S15	'51	.018-.020	17-20	TDC	P	.008H	.010H	125-140	14	AL	AR8	.035(c)	$\frac{5}{64}$
S15	'52	.018-.020	17-20	2B	P	.008	.010	125-140	14	AL	AR8	.035	$\frac{5}{64}$
S17	'52	.015-.018	17-20	4B	P	(hydraulic-O)		135-165	14	AL	4S-140	.035	$\frac{5}{64}$
S-18	'53	.018-.020	17-20	TDC	P	.008	.010	120-150	14	AL	AR-8	.035	$\frac{5}{64}$
S-16, V-8	'53	.015-.018	17-20	4B	P	0	0	125-155	14	AL	4S-140	.035	$\frac{9}{32}$
<b>DODGE</b>													
D-25	'47	.020-.024	17-20	TDC	P	.008H	.010H	125-135	14	AL	A7-AN7	.030	$\frac{5}{64}$
D-24	'47	.020-.024	17-20	TDC	P	.008H	.010H	125-135	14	AL	A7-AN7	.030	$\frac{5}{64}$
D-25	'48	.020-.024	17-20	TDC	P	.008H	.010H	125-135	14	AL	A7-AN7	.030	$\frac{5}{64}$
D-24	'48	.020-.024	17-20	TDC	P	.008H	.010H	125-135	14	AL	A7-AN7	.030	$\frac{5}{64}$
D30	'49	.020	17-20	TDC	P	.008H	.010H	125-135	14	AL	A7-AN7	.030	$\frac{5}{64}$
D31, D32	'49	.020	17-20	TDC	P	.008H	.010H	125-135	14	AL	A7-AN7	.030	$\frac{5}{64}$
D34-D35-D36	'50	.020	17-20	TDC	P	.008H	.010H	125-135	14	AL	AR5	.035(c) $\frac{5}{64}$ (C)	$\frac{3}{16}$
D39, D40	'51	.020	17-20	TDC	P	.008H	.010H	125-135	14	AL	AR8	.035(c)	$\frac{5}{64}$
D42	'51	.020	17-20	2B	P	.008H	.010H	125-140	14	AL	AR8	.035(c)	$\frac{5}{64}$
D39-D40	'52	.020	17-20	TDC	P	.008	.010	125-135	14	AL	AR8	.035	$\frac{5}{64}$
D42	'52	.020	17-20	2B	P	.008	.010	125-140	14	AL	AR8	.035	$\frac{1}{8}$
D-43	'53	.020	17-20	TDC	P	.008	.010	125-135	14	AL	AR-8	.035	$\frac{5}{64}$
D-44, V-8	'53	.017	17-20	4B	P	0	0	150-200	14	AL	4S-140	.035	$\frac{3}{16}$
<b>FORD</b>													
DeL. & Super DeL.	'47	.014-.016	20-24	4B	P	.010-.012C	.014-.016C	110	14	Cha	H-10	.025	$\frac{13}{16}$
DeL. & Super DeL.	'48	.014-.016	20-24	4B	P	.010-.012C	.014-.016C	110	14	Cha	H-10	.025	$\frac{13}{16}$
V-8	'49	.014-.016	17-20	2B	P	.010-.012	.014-.016	110	14	Cha	H-10	.028	$\frac{13}{16}$
V-8	'50	.014-.016	17-20	2B	P	.013-.015	.017-.019	90-110	14	Cha	H-10	.028	1.3
V-8	'51	.014-.016	17-20	2B	P	.013-.015	.017-.019	90-110	14	Cha	H-10	.028	1.3
V-8	'52	.014-.016	17-20	2B	P	.013-.015	.017-.019	115-160	14	Cha	H-10	.028	1.3
V-8	'53	.014-.016	17-20	TDC	P	.013-.015	.017-.019	115-60	14	Cha	H-10	.029-.032	—





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## ENGINE TUNE-UP

Make and Model	Year	Set Breaker Gap (Minimum-Maximum)	Breaker Spring Tension (Ounces) (Min.-Max.)	Timing—Deg. B. or A. TDC	Battery—Terminal Grounded	Valve Clearance—Intake (Minimum-Maximum)	Valve Clearance—Exhaust (Minimum-Maximum)	Compression Pressure at Cranking Speed (lbs.)	Spark Plug— Thread Size (mm) Spark Plug Make— Original Equipment	Spark Plug Model No.	Spark Plug Gap (Minimum-Maximum)	Float Level or Fuel Level
<b>FRAZER</b>												
F-47.....	'47	.020-.024	17-20	TDC	P .014	.014	120	14	AL or Cha	J-8A7-AN7 .030	$\frac{5}{16}$ (f)	
F-47-47C-485-486.....	'48	.020	17-20	TDC(x)	P .010C #	.014C	120-130E	14	AL	A7-AN7 .030	FL	
Series F-495, 496.....	'49	.022	17-20	4B	P .014	.014	120-130	14	AL	A7-AN7 .030	$\frac{1}{16}$	
Series F-495-496.....	'50	.022	17-20	4B	P .014	.014	120-130	14	AL	A7-AN7 .030	$\frac{1}{16}$	
F-515 and F-516.....	'51	.020	17.21	10B	P .018C	.018C	120(F)	14	AL	A7-AN7 .030	$\frac{1}{32}$ cc	
<b>HENRY J</b>												
K523, K524.....	'52	.020	17-21	TDC	P .016C	.016C	115	14	AL	A7-AN7 .030	$\frac{1}{16}$	
Corsair 4-Cyl.....	'53	.022	17-20	5B	P .016C	.016C	115-120	14	AL	A7 .030	$\frac{1}{32}$	
Corsair 6-Cyl.....	'53	.020	17-21	5B	P .016C	.016C	120-130	14	AL	A7 .030	$\frac{1}{32}$	
<b>HULLMAN MINX (English)</b>												
Mark III.....	'49	.010-.012	—	7B	P .010	.015	112-118	14	Cha	L-10 .030	—	
Mark IV.....	'50	.010-.012	20-24	10B	P .010	.015	112-118	14	Cha	L-10 .030	—	
Mark IV.....	'51-'52-'53	.014-.016	20-24	7B	P .010	.015	118-124H	14	Cha	L-10 .030	Ø	
<b>HUDSON</b>												
Six 171, 172.....	'47	.020	18m	1/8 TDC	P .010H	.012H	120	14	Cha	J-8 .032	$\frac{1}{8}$	
Eight 173, 174.....	'47	.017	18m	TDC	P .006H	.008H	119	14	Cha	J-8 .032	$\frac{1}{8}$	
Series 481, 482.....	'48	.020	17-20	TDC	P .010	.012	110	14	Cha	J-8 .032	$\frac{1}{16}$	
Series 483, 484.....	'48	.017	17-20	TDC	P .006	.008	119F	14	Cha	J-8 .032	$\frac{1}{16}$	
Series 491, 492.....	'49	.020	17-20	TDC	P .008H	.010H	119	14	Cha	H-8 .032	$\frac{1}{16}$	
Series 493, 494.....	'49	.017	17-20	TDC	P .006H	.008H	119	14	Cha	H-8 .032	$\frac{1}{16}$	
Series 500, 501, 502.....	'50	.020	17-20	TDC	P .008H	.010H	100	14	Cha	H-8 .032	$\frac{1}{16}$	
Series 503 and 504.....	'50	.017	17-20	TDC	P .006H	.008H	100	14	Cha	H-8 .032	$\frac{1}{16}$	
4A&11A Pacemaker.....	'51	.020	17-20	TDC	P .008H	.010H	100m	14	Cha	H-8 .032	$\frac{1}{16}$	
5A, 6A, 7A, Hornet.....	'51	.020	17-20	TDC	P .008H	.010H	100m	14	Cha	H-8 .032	$\frac{1}{16}$	
8A.....	'51	.017	17-20	TDC	P .008H	.010H	100m	14	Cha	H-8 .032	$\frac{1}{16}$	
4B, 5B, 6B, 7B.....	'52	.020	17-20	TDC	P .008H	.010H	100	14	Cha	H-8 .032	$\frac{1}{16}$	
8B Comm'd're Eight.....	'52	.017	17-20	TDC	P .008H	.010H	100	14	Cha	H-8 .032	$\frac{1}{16}$	
Jet 1C, Super 2C.....	'53	.020	17-20	TDC	P .010H	.012H	100M	14	Cha	H-10 .032	$\frac{1}{16}$	
Wasp 4C, Super 5C.....	'53	.020	17-20	TDC	P .010H	.012H	100M	14	Cha	H-8 .032	$\frac{1}{16}$	
Hornet 7C.....	'53	.020	17-20	TDC	P .010H	.012H	100M	14	Cha	H-11 .032	$\frac{1}{16}$	
<b>HUMBER (English)</b>												
Super Snipe Mk. II.....	'48	.010-.012	20-24	6B	P .010	.010	112-120	14	Cha	L-10 .030	(H)	
Hawk Mk. III.....	'49	.010-.012	20-24	6B	P .010	.010	112-120	14	Cha	L-10 .030	(H)	
Mark III.....	'49	.010-.012	20-24	4B	P .010	.010	112-117	14	Cha	L-10 .030	(H)	
Pullman Mk. II.....	'49	.010-.012	20-24	6B	P .010	.010	112-120	14	Cha	L-10 .030	(H)	
Super Snipe Mk. II.....	'49	.010-.012	20-24	6B	P .010	.010	112-120	14	Cha	L-10 .030	(H)	
Hawk Mk. III.....	'50	.010-.012	20-24	6B	P .010	.010	112-117	14	Cha	L-10 .030	(H)	
Pullman Mk. II.....	'50	.010-.012	20-24	6B	P .010	.010	112-120	14	Cha	L-10 .030	(H)	
Super Snipe Mk. II.....	'50	.010-.012	20-24	6B	P .010	.010	112-120	14	Cha	L-10 .030	(H)	
Hawk IV.....	'51-'52	.014-.016	20-24	4B	P .010	.010	112-117	14	Cha	L-10 .030	$\frac{1}{16}$	
Super Snipe III.....	'51-'52	.014-.016	20-24	6B	P .010	.010	112-120	14	Cha	N-8-B .030	$\frac{1}{16}$	
Super Snipe Mk. IV.....	'53	.016	20-24	4B	P .010	.012	116-124	14	Cha	NA-8 .028-.032	.75	
Hawk V.....	'53	.014-.016	20-24	4B	P .010	.010	112-120	14	Cha	N-8-B .030	$\frac{1}{16}$	
<b>JAGUAR (English)</b>												
2½ Litre.S&CMk.V.....	'49	.010-.012	20-24	5B	P .012C	.015C	—	14	Cha	N-8-B .022	$\frac{1}{16}$	
3½ Litre.S&CMk.V.....	'49	.010-.012	20-24	5B	P .012C	.015C	—	14	Cha	NA-8(cc) .022	$\frac{1}{16}$	
3½ Litre.XK. 120.....	'49	.010-.012	20-24	5B	P .006C	.008C	—	14	Cha	NA-8(cc) .022	$\frac{1}{16}$	
2½ Litre Mk.V.....	'52-'53	.010-.012	20-24	5B	P .012C	.015C	—	14	Cha	N-8-B .022	$\frac{1}{16}$	
3½ Litre Mk.V.....	'52-'53	.010-.012	20-24	5B	P .012C	.015C	—	14	Cha	NA-8(cc) .022	$\frac{1}{16}$	
3½ Litre XK 120.....	'52-'53	.010-.012	20-24	5B	P .006C	.008C	—	14	Cha	NA-8(cc) .022	$\frac{1}{16}$	
Mark VII.....	'52-'53	.012-.014	20-24	5B	P .004	.006	170	14	Cha	NA-8 .022	$\frac{1}{16}$	
<b>KAISER</b>												
Series K-100.....	'47	.020-.024	17-20	TDC	P .014	.014	120	14	AL or Cha	A7-AN7J-8.030	$\frac{1}{16}$ (f)	
K-100-101-481-482.....	'48	.020	17-20	TDC(x)	P .010C #	.014C	120-130E	14	AL	A7-AN7 .030	FL	



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AVIATION CORPORATION



## ENGINE TUNE-UP

Make and Model*	Year	Set Breaker Gap (Minimum-Maximum)	Breaker Spring Tension (Ounces) (Min.-Max.)	Timing—Deg. B. or A. TDC	Battery—Terminal Grounded	Valve Clearance—Intake (Minimum-Maximum)	Valve Clearance—Exhaust (Minimum-Maximum)	Compression Pressure at Cranking Speed (lbs.)	Spark Plug— Thread Size (mm)	Spark Plug Make— Original Equipment	Spark Plug Model No.	Spark Plug Gap (Minimum-Maximum)	Float Level or Fuel Level
KAISER (Continued)													
Series K-491, 492	'49	.022	17-20	4B	P .014	.014	120-130	14	AL		A7-AN7	.030	3/8 K
Series K-491, 492	'50	.022	17-20	4B	P .014	.014	120-130	14	AL		A7-AN7	.030	1/2 K
K-511 and K-512	'51	.022	17-21	10B	P .018C	.020C	120(F)	14	AL		A7-AN7	.030	1/4 K
K521, K522	'52	.022	17-20	4B	P .014C	.014C	120	14	AL		A7-AN7	.030	1/4
K-53	'53	.022	17-21	4B	P .014C	.014C	120	14	AL		A7	.030	3/8
LINCOLN													
Linc. & Cont.	'47	.014-.016	20-24	4B	P Automatic Take-up		125	14	Cha		H-10	.025	1 1/4
Linc. & Cont.	'48	.014-.016	20-24	4B	P Automatic Take-up		125	14	Cha		H-10	.025	1 1/4
Linc. & Cont.	'49		(Not distributed in Canada)										
Linc. & Linc. Cont.	'50		(Not distributed in Canada)										
Lincoln	'51	.014-.016	17-20	4B	P I		110	14	Cha		H-10	.030	Li
Cosmopolitan	'51	.014-.016	17-20	4B	P I		110	14	Cha		H-10	.030	Li
Lincoln	'52	.014-.016	17-20	3B	P I	I	115/120	14	Cha		H-10	.030	1/2 pm
Lincoln	'53	.014-.016	17-20	3B	P I	I	115-120	14	Cha		H-10	.029-.032	—
MERCURY													
114, 114X & 118	'47	.014-.016	20-24	4B	P .010-.012C	.014-.016C	115	14	Cha		H-10	.025	1 1/4
114, 114X & 118	'48	.014-.016	20-24	4B	P .010-.012C	.014-.016C	115	14	Cha		H-10	.025	1 1/4
Mercury	'49	.014-.016	17-20	2B	P .010-.012	.014-.016	115	14	Cha		H-10	.025	1 1/4 (F)
Mercury	'50	.014-.016	17-20	2B	P .010-.012	.014-.016	90-115	14	Cha		H-10	.025	1/2 pm
Mercury	'51	.014-.016	17-20	2B	P .010-.012	.014-.015	90-115	14	Cha		H-10	.025	1/2 pm
Mercury	'52	.014-.016	17-20	2B	P .013-.015	.017-.019	115/60	14	Cha		H-10	.025	1 1/2 pm
Mercury	'53	.014-.016	17-20	2B	P .013-.015	.017-.019	115-60	14	Cha		H-10	.029-.032	—
METEOR													
Meteor	'49	.014-.016	17-20	2B	P .010-.012	.014-.016	110	14	Cha		H-10	.025	1 1/4
Meteor	'50	.014-.016	17-20	2B	P .013-.015	.017-.019	90-110	14	Cha		H-10	.025	1.35
Meteor	'51	.014-.016	17-20	2B	P .013-.015	.017-.019	90-110	14	Cha		H-10	.025	1.35
Custom, Mainline	'52	.014-.016	17-20	2B	P .013-.015	.017-.019	115-60	14	Cha		H-10	.025	1 1/2 pm
Mainline	'53	.014-.016	17-20	TDC	P .013-.015	.017-.019	115-60	14	Cha		H-10	.029-.032	1.32-1.35
Customline	'53	.014-.016	17-20	TDC	P .013-.015	.017-.019	115-60	14	Cha		H-10	.029-.032	—
MG (English)													
T.C.	'48	.010-.012	—	TDC	P .019H	.019H	145-150	14	Cha		L-10S	.018-.022	1 1/2
Series Y	'49	.010-.012	—	TDC	P .019H	.019H	145-150	14	Cha		L-10	.018-.022	1 1/2
Series TD	'50	.010-.012	20-24	TDC	P .019H	.019H	165	14	T		T	.020-.022	1 (B)
Series Y	'50	.010-.012	20-24	TDC	P .019H	.019H	165	14	Cha		L-10	.020-.022	1 (B)
TD, 1 1/4 litre, Y	'51	.010-.012	20-24	TDC	P .019H	.019H	165	14	Cha		L-10	.020-.022	1 (B)
TD, 1 1/4 Litre YB	'52	.010-.012	20-24	TDC	P .019H	.019H	165	14	Cha		L-10S	.020-.022	1 (B)
MONARCH													
V-8	'47	.014-.016	20-24	4B	P .010-.012C	.014-.016C	110	14	Cha		H-10	.025	1 1/4
V-8	'48	.014-.016	20-24	4B	P .010-.012C	.014-.016C	110	14	Cha		H-10	.025	1 1/4
V-8	'49	.014-.016	17-20	2B	P .010-.012	.014-.016	115	14	Cha		H-10	.025	1 1/4 (F)
V-8	'50	.014-.016	17-20	2B	P .010-.012	.014-.016	90-115	14	Cha		H-10	.025	1 1/2 pm
V-8	'51	.014-.016	17-20	2B	P .010-.012	.014-.016	90-115	14	Cha		H-10	.025	1 1/2 pm
V-8	'52	.014-.016	17-20	2B	P .013-.015	.017-.019	115-60	14	Cha		H-10	.025	1 1/2 pm
Monarch	'53	.014-.016	17-20	2B	P .013-.015	.017-.019	115-60	14	Cha		H-10	.029-.032	—
MORRIS (English)													
8 Series E	'48	.010-.012	—	TDC	P .017H	.017H	140	14	Cha		L-10	.022	1 1/2
10 Series M	'48	.010-.012	—	TDC	P .019H	.019H	140	14	Cha		L-10	.022	1 1/2
Minor	'48	.010-.012	20-24	TDC	P .017H	.017H	105-110	14	Cha		L-10	.022	1 (B)
Oxford	'48	.010-.012	20-24	TDC	P .015H	.015H	105-110	14	Cha		L-10	.022	1 (B)
Minor	'49	.010-.012	20-24	TDC	P .017H	.017H	105-110	14	Cha		L-10	.022	1 (B)
Oxford	'49	.010-.012	20-24	TDC	P .015H	.015H	105-110	14	Cha		L-10	.022	1 (B)
Six	'49	.010-.012	20-24	5B	P .015H	.015H	110-115	14	Cha		L-10	.022	1 (B)
Minor	'50	.010-.012	20-24	TDC	P .017H	.017H	105-110	14	Cha		L-10	.022	1 (B)
Oxford	'50	.010-.012	20-24	TDC	P .015H	.015H	105-110	14	Cha		L-10	.022	1 (B)

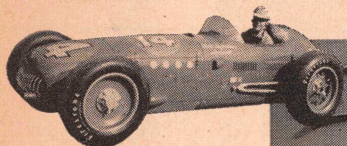
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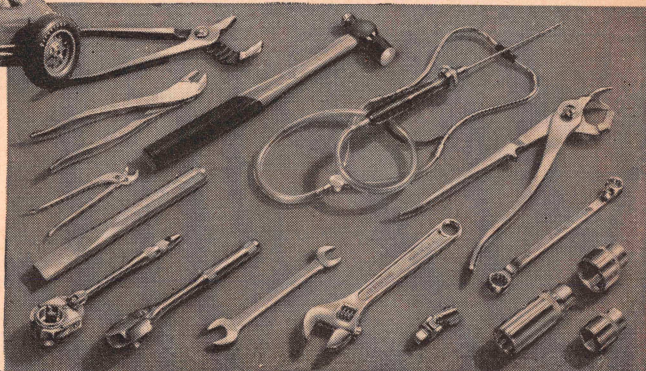
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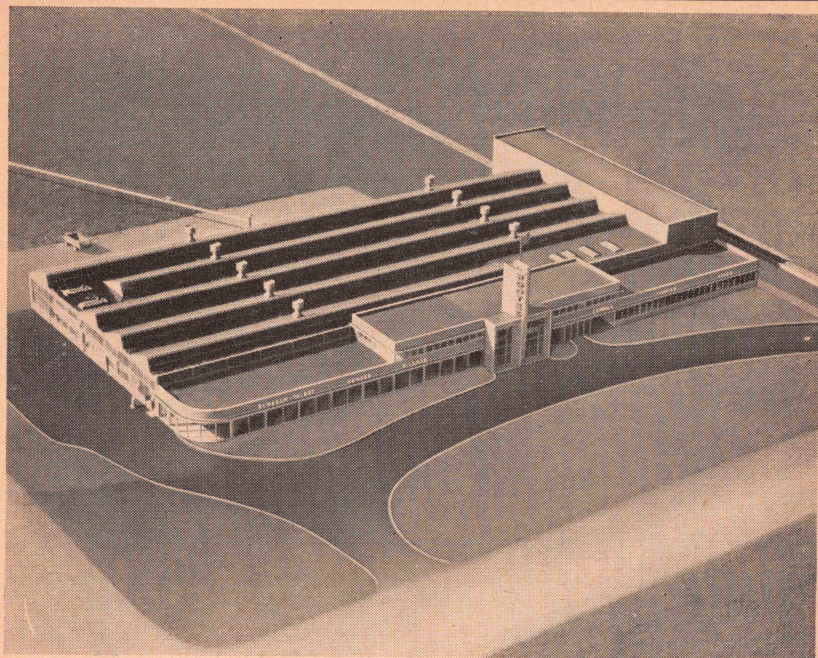
## ENGINE TUNE-UP

Make and Model	Year	Set Breaker Gap (Minimum-Maximum)	Breaker Spring Tension (Ounces) (Min.-Max.)	Timing—Deg. B. or A. TDC	Battery—Terminal Grounded	Valve Clearance—Intake (Minimum-Maximum)	Valve Clearance—Exhaust (Minimum-Maximum)	Compression Pressure at Cranking Speed (lbs.)	Spark Plug— Thread Size (mm) Spark Plug Make— Original Equipment	Spark Plug Model No.	Spark Plug Gap (Minimum-Maximum)	Float Level or Fuel Level
<b>MORRIS</b> (English) — (Continued)												
Six	'50	.010-.012	20-24	5B	P	.015H	.015H	110-115	14 Cha	L-10	.022	3(B)
Minor	'51	.014-.016	20-24	TDC	P	.017H	.017H	105-110	14 Cha	L-10	.022	(B)
Oxford	'51	.014-.016	20-24	7B	P	.015H	.015H	105-110	14 Cha	L-10	.022	(B)
Six	'51	.014-.016	20-24	5B	P	.015H	.015H	110-115	14 Cha	L-10	.022	(B)
Minor	'52-'53	.014-.016	20-24	TDC	P	.017H	.017H	105-110	14 Cha	L-10	.022	(B)
Oxford	'52-'53	.014-.016	20-24	7B	P	.015H	.015H	105-110	14 Cha	L-10	.022	(B)
Six	'52-'53	.014-.016	20-24	5B	P	.015H	.015H	110-115	14 Cha	L-10	.022	(B)
Minor Series II	'53	.010-.012 <sup>1</sup>	20-24	2B <sup>2</sup>	P	.011H-.012C	.011H-.012C	—	14 Cha	NA-8	.018-.022	3
<b>NASH</b>												
Series 4740	'47	.020	18	TDC	P	.015	.015	120	14 AL	A7-A7	.025	1/2
Series 4760	'47	.020	18	TDC	P	.015	.015	125	14 AL	A7-A7	.025	3/8
Series 4840	'48	.020	17-20	fd	P	.015	.015	120	14 AL	A7-A7	.025	3/8
Series 4860	'48	.020	17-21	fd	P	.015H	.018H	125	14 AC	A7-A7	.025	3/8
Series 4940	'49	.018-.024	17-21	TDC	P	.015H	.015H	120	14 AL	A7-A7	.030	3/8
Series 4960	'49	.018-.024	17-21	TDC	P	.015H	.015H	125	14 AC or AL	A7-A7	.030	3/8
Canadian Statesman	'50	.018-.022	17-20	TDC	P	.015H	.015H	120	14 AL	A7-A7	.030	1/2
Statesman (U.S.)	'50	.018-.024	17-21	TDC	P	.015H	.015H	120	14 AL	A7-A7	.030	1/2
Ambassador (U.S.)	'50	.018-.024	17-21	TDC	P	.015H	.018H	130	14 AC	A7-A7	.030	1/2
Rambler (U.S.)	'50	.018-.024	17-21	TDC	P	.015H	.015H	120	14 AL	A7-A7	.030	1/2
Can Statesman	'51	.018-.022	17-20	TDC	P	.015H	.015H	120	14 AL	A7-A7	.030	1/2
Series 5210	'52	.020	17-20	TDC	P	.016C	.018C	—	14 AL	A7-A7	.030	—
Series 5240	'52	.020	17-20	4B	P	.015H	.015H	—	14 AL	A7-A7	.030	—
Series 5260	'52	.022	17-21	TDC	P	.012H	.016H	—	14 AL	A7-A7	.030	—
Can. Stsmn. 15345	'53	—	17-20	4A	P	.015	.015	120	14 AL	A7-A7	.030	5/16
Stsmn. (U.S.) 5340	'53	.022	17-21	4A	P	.015	.015	120	14 AL	A7-A7	.030	5/16
Can. Rambler 15326	'53	—	17-20	TDC	P	.015	.015	120	14 AL	A7-A7	.030	1/2
Rambler (U.S.) 5310	'53	.022	17-20	TDC	P	.015	.015	120	14 AL	A7-A7	.030	1/2
Ambassador Jetfire	'53	.022	17-20	TDC	P	.012	.016	120	14 AL	A7-A7	.030	3/8
Amb'dr Dual Jetfire	'53	.022	17-20	TDC	P	.012	.016	130	14 AL	AL-5	.030	3/16
<b>OLDSMOBILE</b>												
Six	'47	.020	17-21	TDC	N	.008	.011	102(p)	14 AC	48	.040	1/2
Eight	'47	.015	19-23	2B	N	.008	.011	105(p)	14 AC	48	.030	5/16
Six	'48	.020	17-21	TDC	N	.008	.011	102(p)	14 AC	48	.040	1/2
Eight	'48	.015	19-23	2B	N	.008	.011	105(p)	14 AC	48	.030	5/16
Six	'49	.020	17-20	TDC	N	.008H	.011H	125	14 AC	45	.040	3/8
Eight	'49	.012-.0175	19-23	2½B	N	None	None	136	14 AC	44	.030	5/16
Eight ("88")	'50	.021	17-21	2½B	N	.002-.004	.002-.004	136	14 AC	45	.040	1/2
Six ("76")	'50	.021	17-21	TDC	N	.002-.004	.002-.004	160	14 AC	45	.040	5/16
Eight ("88")	'51	.016	19-23	2½B	N	O	O	130-150	14 AC	46-5	.030	C
Eight	'52	.016	19-23	2½B	N	None	None	—	14 AC	46-5	.030	—
Deluxe "88"	'53	.016	19-23	2½B	N	None <sup>2</sup>	None <sup>2</sup>	—	14 AC	46-5	.030	13/16
Super "88"	'53	.016	19-23	2½B	N	None <sup>2</sup>	None <sup>2</sup>	—	14 AC	46-5	.030	13/16
'98"	'53	.016	19-23	2½B	N	None <sup>2</sup>	None <sup>2</sup>	—	14 AC	46-5	.030	—
<b>PACKARD</b>												
2100 & 2130	'47	.020	@17-20	6B	P	.007H	.010H	—	10 d	d	.025	5/8
2101 & 2111	'47	.017	17-20	7B	P	.007H	.010H	110	10 d	d	.025	5/8
2103, 2106 & 2126	'47	.017	17-20	6B	P	Automatic	Take-up	108	10 d	d	.025	5/8
2201 & 2211	'48	.0125-.0175	19-23	6B	P	.007	.010	—	10 d	d	.025	5/8
2202 & 2232	'48	.0125-.0175	19-23	6B	P	.007	.010	—	10 d	d	.025	5/8
2206 & 2233	'48	.0125-.0175	19-23	6B	P	Automatic	Take-up	—	10 d	d	.025	5/8
2301	'49	.0125-.0175	(a)	6B	P	.007H	.010H	—	10 d	d	.025	5/8
2302, 2332	'49	.0125-.0175	(a)	6B	P	.007H	.010H	—	10 d	d	.025	5/8
2306, 2333	'49	.0125-.0175	(a)	6B	P	.007H	.010H	—	10 d	d	.025	5/8
2301	'50	.0125-.0175	(a)	6B	P	.007H	.010H	—	10 e	e	.025	5/8
2302, 2332	'50	.0125-.0175	(a)	6B	P	.007H	.010H	—	10 e	e	.025	5/8
2306-2333	'50	.0125-.0175	(a)	6B	P	.007Hp	.010Hp	—	10y e	e	.025	5/8
200 & 200 Del. 2401	'51	.0125-.0175	19-23	6B	P	.007H(X)	.010H	—	14 AL, AC, Cha	45, 46-5, J-8	.025	13/16
300, 2402	'51	.0125-.0175	19-23	6B	P	Automatic take up	—	—	14 AL, Ac, Cha	45, 46-5, J-8	.025	13/16

For key to abbreviations see page 27

(Continued on page 25)





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
































## ENGINE TUNE-UP

Make and Model	Year	Set Breaker Gap (Minimum-Maximum)	Breaker Spring Tension (Ounces) (Min.-Max.)	Timing—Deg. B. or A. TDC	Battery—Terminal Grounded	Valve Clearance—Intake (Minimum-Maximum)	Valve Clearance—Exhaust (Minimum-Maximum)	Compression Pressure at Cranking Speed (lbs.)	Spark Plug— Thread Size (mm)	Spark Plug Make— Original Equipment	Spark Plug Model No.	Spark Plug Gap (Minimum-Maximum)	Fuel Level or Fuel Level
PACKARD (Continued)													
400 Patrician 2406	'51	.0125-.0175	19-23	6B	P	Automatic take up	—	14	AL, AC, Cha	45, 46-5, J-8	.025	15/64	
200, 2501	'52	.016DR-.017AL	17-21	6B	P	.007H .010H	—	14	AL, AC, Cha	A-5 46-5, J8.025		15/64	
250, 2531, 300, 2502	'52	.016DR-.017AL	17-21	6B	P	Automatic Take-up	—	14	AL, AC, Cha	A-5 46-5, J8.025		15/64	
400, 2506	'52	.017	17-20	6B	P	Automatic Take-up	—	14	AL, AC, Cha	A-5 46-5, J8.025		15/64	
2601, 2611	'53	.016	17-21	6B	P	.007H <sup>b</sup> .010H <sup>b</sup>	—	14	AL, AC, Cha <sup>s</sup>	.023-.028		15/64	
2602, 2631	'53	.016	17-21	6B	P	Automatic Take-up	—	14	AL, AC, Cha <sup>s</sup>	.023-.028		15/64	
2606, 2626	'53	.017	17-20	6B	P	Automatic Take-up	—	14	AL, AC, Cha <sup>s</sup>	.020-.028		15/64	
2633	'53	.016	17-21	6B	P	.007H <sup>b</sup> .010H <sup>b</sup>	—	14	AL, AC, Cha <sup>s</sup>	.023-.028		15/64	
2613	'53	.016	17-21	6B	P	Automatic Take-up	—	14	AL, AC, Cha <sup>s</sup>	.023-.028		15/64	
PLYMOUTH													
P-15	'47	.020-.024	17-20	TDC	P	.008H .010H	125-135	14	AL	A7-AN7	.030	5/64	
P-15	'48	.020-.024	17-20	TDC	P	.008H .010H	125-135	14	AL	A7-AN7	.030	5/64	
P17, P18	'49	.020	17-20	TDC	P	.008H .010H	125-135	14	AL	A7-AN7	.030	5/64	
P19, P-20	'50	.020	17-20	TDC	P	.008H .010H	125-135	14	AL	AR8	.035c	5/64	
P-22, P-23	'51	.020	17-20	TDC	P	.008H .010H	125-135	14	AL	AR8	.035(c)	5/64	
P22—P23	'52	.020	17-20	TDC	P	.008 .010	125-135	14	AL	AR8	.035	5/64	
P-24	'53	.020	17-20	TDC	P	.008 .010	125-135	14	AL	AR-8	.035	5/64	
PONTIAC													
Six	'47	.020	17-21	4B	N	.011-.013H .011-.013H	105-110	14	AC	45	.025	3/16	
Eight	'47	.015	19-23	4B	N	.011-.013H .011-.013H	105-110	14	AC	45	.025	3/16	
Six	'48	.020	17-21	4B	N	.011-.013H .011-.013H	105-110	14	AC	45	.025	3/16	
Eight	'48	.015	19-23	4B	N	.011-.013H .011-.013H	105-110	14	AC	45	.025	3/16	
Six 2000, 2200, 2500	'49	.020	17-21	2-6B	N	.011-.013H .011-.013H	160	14	AC	45	.023-.028	3/16	
Eight	'49	.015	19-23	2-6B	N	.011-.013H .011-.013H	158	14	AC	45	.023-.028	3/16	
Six-2000, 2200, 2500	'50	.022	17-21	6B	N	.011-.013H .011-.013H	160	14	AC	45	.023-.028	3/16	
Eight-2700	'50	.016	19-23	6B	N	.011-.013H .011-.013H	156	14	AC	45	.023-.028	3/16	
Eight	'51	.022	17-21	6B	N	.012H .012H	127	14	AC	45	.023-.028	G	
Eight	'51	.016	19-23	6B	N	.012H .012H	127	14	AC	45	.023-.028	G	
Eight	'52	.022	17-20	6B	N	.011H .013H	—	14	AC	44-5	.023-.028	—	
Six	'52	.016	19-23	6B	N	.011H .013H	—	14	AC	44-5	.023-.028	—	
20-2200 Series	'53	.022	17-20	O	N	.011-.013H .011-.013H	123-141	14	AC	44-5	.030	3/64	
2000 with Powerglide	'53	.022	17-20	O	N	.011-.013H .011-.013H	123-141	14	AC	44-5	.030	3/64	
2500 Series	'53	.022	17-20	O	N	.011-.013H .011-.013H	123-141	14	AC	44-5	.030	3/64	
2500 with Hydr'm'tc	'53	.022	17-20	O	N	.011-.013H .011-.013H	123-141	14	AC	44-5	.030	3/64	
2700 Series	'53	.016	19-23	6B	N	.011-.013H .011-.013H	123-141	14	AC	44-5	.030	3/64	
2700 with Hydr'm'tc	'53	.016	19-23	6B	N	.011-.013H .011-.013H	123-141	14	AC	44-5	.030	3/64	
PREFECT (English)													
Four Cylinder	'49	.010-.012	18-22	5B	P	.0115-.0135 .015-.017	104(p)	14	Cha	L-10	.022	.669a	
Four Cylinder	'50	.010-.012	18-22	5B	P	.011-.013 .015-.017	104	14	Cha	L-10	.022	.669	
Four Cylinder	'51	.010-.012	18-22	—	P	.011-.013 .015-.017	104	14	Cha	L-10	.022	.669	
Four Cylinder	'52	.0115	18-22	5B	P	.011-.013 .011-.013	104	14	Cha	L-10	.022	17M	
RILEY (English)													
100 hp 2 1/2-Litre	'49	.012-.015	—	8B	P	.003H .004H	—	14	Cha	NA-8	.025	—	
1 1/2 Litre	'46-'50	.012-.015	—	8B	P	.003H .004H	115	14	Cha	L-13S	.030	1 1/2 D	
2 1/2 Litre	'47-'50	.012-.015	20-24	4-8B	P	.003H .004H	125	14	Cha	NA-8	.025	1 1/2 D	
1 1/2 Litre	'51	.014-.016	20-24	8B	P	.002H .002H	115	14	Cha	L-10S	.030	1 1/2 D	
2 1/2 Litre	'51	.014-.016	20-24	4B	P	.002H .002H	158	14	Cha	NA-8	.025	1 1/2 D	
1 1/2 Litre	'52-'53	.014-.016	20-24	8B	P	.002H .002H	115	14	Cha	L-10S	.030	1 1/2 D	
2 1/2 Litre	'52-'53	.014-.016	20-24	4B	P	.002H .002H	158	14	Cha	NA-8	.025	1 1/2 D	
ROVER (English)													
75	'49	.012	20	11B	P	.010 .012	140	14	L	HLNR	.023-.026	—	
75	'50	.012	20	8B	P	.008 .012	140	14	L	HLNR	.023-.026	1/2r	
Land Rover	'50	.012	20	15B	P	.010 .012	140	14	L	HLNR	.023-.026	19M	
75	'51-'52-'53	.014-.016	20-24	8B	P	.008 .012	140	14	L	HLNR	.023-.026	1/2r	
Land Rover	'51-'52-'53	.014-.016	20-24	15B	P	.010 .012	140	14	L	HLNR	.023-.027	19M	



## ENGINE TUNE-UP

Make and Model	Year	Set Breaker Gap (Minimum-Maximum)	Breaker Spring Tension (Ounces) (Min.-Max.)	Timing—Deg. B. or A, TDC	Battery—Terminal Grounded	Valve Clearance—Intake (Minimum-Maximum)	Valve Clearance—Exhaust (Minimum-Maximum)	Compression Pressure at Cranking Speed (lbs.)	Spark Plug— Thread Size (mm) Spark Plug Make— Original Equipment	Spark Plug Model No.	Spark Plug Gap (Minimum-Maximum)	Float Level or Fuel Level
<b>STUDEBAKER</b>												
Champ.—6G.....	'47	.020	17-20	2B	P .016C	.016C	105	14	Cha	J-7	.025	1/4" 
Comm.—14A.....	'47	.020	17-20	2B	P .016C	.016C	105	14	Cha	J-7	.025	1/4" 
Champ.—6G.....	'48	.020	17-20	2B	P .0015	.0035	105(x)	14	Cha	J-7	.025	3/8" 
Comm.—15A.....	'48	.020	17-20	3/4 B	P .0015	.0305	105(x)	14	Cha	J-7	.025	3/8" 
Champion - 8G.....	'49	.020	17-20	2B	P .016C	.016C	105	14	Cha	J-7	.025	3/8" 
Commander-16A.....	'49	.020	17-20	3/4 B	P .016C	.016C	105	14	Cha	J-7	.025	3/8" 
Champion 9G.....	'50	.020	17-20	2B	P .016C	.016C	120	14	Cha	J-7	.025	3/8" 
Commander 17A.....	'50	.022	17-21	2B	P .016C	.016C	120	14	Cha	J-7	.025	3/8" 
Champion 10G.....	'51	.020	17-20	2B	P .016C	.016C	120-140	14	Cha	J-7	.025	3/8" 
Commander V-8.....	'51	.013-.018	17-21	8B	P .016C	.016C	120-140	14	Cha	H-10	.035	3/8" 
12G Champion.....	'52	.020	17-20	2B	P .016C	.016C	120-140	14	Cha	J-7	.025	3/8" 
3H Commander.....	'52	.013-.018	17-21	8B	P .016C	.016C	120-140	14	Cha	H-10	.035	3/8" 
14G Champion.....	'53	.020	17-20	2B	P .016C	.016C	120-140 <sup>9</sup>	14	Cha	J-7	.0225-.0275	3/8" 
4H Commander.....	'53	.013-.018	17-21	4B	P .021-.023H / .023-.025C		120-140 <sup>9</sup>	14	Cha	H-10	.0325-.0375	3/8" 
<b>SUNBEAM TALBOT (English)</b>												
90.....	'49	.010-.012	—	1B	P .007	.009	130	14	Cha	NA-8	.030	—
Talbot-90.....	'50	.010-.012	—	1B	P .007	.009	121-125	14	Cha	NA-8	.030	—
90 II.....	'51-'52-'53	.014-.016	20-24	1B	P .007	.009	115-120	14	Cha	NA-8	.030	1 1/16"
<b>TRIUMPH (English)</b>												
Series TRD(1800) 47-48	.012	—	8B	P .012	.012	—	—	14	Cha	L-10	.022	—
Series TRA.....	'49	.012	—	TDC	P .010	.012	—	14	Cha	L-10	.022	—
Series TRA.....	'51	.014-.016	—	TDC	P .010	.012	—	14	Cha	L-10	.022	—
Mayflower.....	'53	.010-.012	20-24	10A-B	P .015	.015	—	14	Cha	N-8-B	.025	16M
<b>VANGUARD (English)</b>												
Sedan & Est. car.....	'49	.012	—	TDC	P .010	.012	120	14	Cha	L-10	.025	(n)
Sedan & Est. car.....	'50	.012	—	TDC	P .010	.012	120	14	Cha	L-10	.025	(n)
Sedan & Est. Car.....	'51	.014-.016	20-24	TDC	P .010	.012	120	14	Cha	L-10	.025	(n)
<b>VAUXHALL LIP (English)</b>												
Velo.....	'49	.012-.014	22-24	2B	P .006H	.013H	110-120°	14	AC	VF9	.028-.030	n
Velo.....	'50	.012-.014	22-24	2B	P .006H	.013H	110-120	14	AC	VF9	.028-.030	n
Velo.....	'51	.012-.014	22-24	2B	P .006H	.013H	110-120	14	AC	VF9	.028-.030	n
Vauxhall Lip.....	'52-'53	.012-.014	22-24	2B	P .006H	.013H	110-120	14	AC	VF9	.028-.030	n
<b>WILLYS</b>												
CJ-2A Univ. Jeep.....	'47	.020	17-20	TDC	N .014C	.014C	111	14	AL, Cha	A7-AN7	.030	3/8" 
CJ-2A 2WD-4WD.....	'48	.020(b)	17-20	5B	N .014	.014	115	14	AL, Cha	A7-AN7	.030	3/8" 
4-63.....	'48	.020(b)	17-20	5B	N .014	.014	115	14	AL, Cha	A7-AN7	.030	3/8" 
6-63.....	'48	.020(b)	17-20	TDC	N .014	.014	117	14	AL, Cha	A7-AN7	.030	3/8" 
CJ-2A, 2WD&4WD.....	'49	.020(b)	17-20	5B	N .016	.016	115	14	AL, Cha	A7-AN7	.030	3/8" 
4-63.....	'49	.020(b)	17-20	5B	N .016	.016	115	14	AL, Cha	A7-AN7	.030	3/8" 
6-63.....	'49	.020(b)	17-20	TDC	N .016	.016	117	14	AL, Cha	A7-AN7	.030	3/8" 
CJ-3A.....	'49	.020(b)	17-20	5B	N .016	.016	115	14	AL, Cha	A7-AN7	.030	3/8" 
4-73 Sta. Wgn.....	'50	.020	17-20	TDC	N .0007-.002	.002-.004	135	14	Cha	J-8	.030	3/8" 
4x4-63 Sta. Wgn.....	'50	.020	17-20	TDC	N .001-.003	.002-.004	—	14	Cha	J-8	.030	3/8" 
6-73 Sta. Wgn.....	'50	.020	17-20	TDC	N .001-.003	.002-.004	145	14	Cha	J-8	.030	3/8" 
4-73 VJ Jeepster.....	'50	.020	17-20	TDC	N .0007-.002	.002-.004	135	14	Cha	J-8	.030	3/8" 
6-73 VJ Jeepster.....	'50	.020	17-20	TDC	N .001-.003	.002-.004	145	14	Cha	J-8	.030	3/8" 
4-73 & 4-73 VJ.....	'51	.020	17-20	TDC	N .0007-.002	.002-.004	135	14	Cha	J-8	.030	3/8" 
4x4-63 Sta. Wgn.....	'51	.020	17-20	TDC	N .001-.003	.002-.004	—	14	Cha	J-8	.030	3/8" 
6-73 & 6-73 VJ.....	'51	.020	17-20	TDC	N .001-.003	.002-.004	145	14	Cha	J-8	.030	3/8" 
685 Ace & Wing.....	'52-'53	.020	17-20	5B	N .018	.016	140	14	Cha	J-8	.030	3/8" 
Model 675, Lark.....	'52-'53	.020	17-20	O	N .016	.016	145	14	Cha	J-8	.030	3/8" 
Jeep CJ3B.....	'53	.018-.020	17-20	5B	N .018	.016	135	14	Cha	J-8	.030	3/8" 
<b>WOLSELEY (English)</b>												
Four-Fifty.....	'49	.010-.012	—	TDC	P .015H	.015H	—	14	Cha	L-10	.020	—
Six-Eighty.....	'49	.010-.012	—	TDC	P .015H	.015H	—	14	Cha	L-10	.020	—
Six-Eighty.....	'48-'50	.010-.012	20-24	5B	P .015H	.015H	110-115	14	Cha	L-10	.020	3/8" (B)
Four-Fifty.....	'48-'50	.010-.012	20-24	5B	P .015H	.015H	110-115	14	Cha	L-10	.020	3/8" (B)
Four-Fifty.....	'51	.014-.016	20-24	5B	P .015H	.015H	110-115	14	Cha	L-10	.020	3/8" (B)



## ENGINE TUNE-UP

Make and Model	Year	Set Breaker Gap (Minimum-Maximum)	Breaker Spring Tension (Ounces) (Min.-Max.)	Timing—Deg. B. or A. TDC	Battery—Terminal Grounded	Valve Clearance—Intake (Minimum-Maximum)	Valve Clearance—Exhaust (Minimum-Maximum)	Compression Pressure at Cranking Speed (lbs.)	Spark Plug— Thread Size (mm)	Spark Plug Make— Original Equipment	Spark Plug Model No.	Spark Plug Gap (Minimum-Maximum)	Float Level or Fuel Level
<b>WOLSELEY</b> (Continued)													
Six-Eighty	'51	.010-.016	20-24	5B	P	.015H	.015H	110-115	14	Cha	L-10	.020	(B)
Four-Fifty	'52-'53	.014-.016	20-24	5B	P	.015H	.015H	110-115	14	Cha	L-10	.020	$\frac{1}{8}$ (B)
Six-Eighty	'52-'53	.014-.016	20-24	5B	P	.015H	.015H	110-115	14	Cha	L-10	.020	$\frac{1}{8}$ (B)
<b>ZEPHYR</b> (English)													
Six	'52	.012-.014	18-22	11B	P	.014-.016	.014-.016	118	14	Cha	N-8-B	.032	17M
Six Cyl.	'53	.012-.014	18-22	11B	P	.014	.014	118	14	Cha	N-8-B	.030-.034	(3)

## ABBREVIATIONS

- a—Below top of float chamber.  
 (a)—Delco-Remy 17-21 ozs.  
 @—Delco-Remy 19-23 ozs.  
 A—After top dead centre.  
 AL—Auto-Lite.  
 b—Auto-Lite or Champion J-11.  
 (b)—Plus or minus .002.  
 B—Before top dead centre.  
 (B)— $\frac{1}{2}$  inch below top of jet.  
 c—Between top of float and gasket inverted.  
 (c)—Plus or minus .001.  
 (cc)—Carter WCD 7815 $\frac{5}{16}$ ".  
 (cc)— $\frac{3}{4}$ " reach NA-8;  $\frac{1}{2}$ " reach L-10 Cha, gap .025.  
 C—Cold.  
 (C)—For D34, For D35, D36,  $\frac{5}{16}$ ".  
 Cha—Champion.  
 d—AC 104, or Champion Y6.  
 D—Below face.  
 e—AC 104, or Champion J-8, or Auto-Lite P4.  
 E—Throttle open.  
 f—AC or Champion.  
 fd—Timing mark on rim front dampener.  
 ff—Float level  $\frac{3}{16}$ ". Fuel level  $\frac{5}{8}$ ".  
 (f)— $\frac{3}{16}$ -inch from top of boss to top of seam.  
 F—At 125 r.p.m.  
 F—At 70 r.p.m.  
 FL—Carter 574S— $\frac{1}{2}$  inch; 610S— $\frac{3}{4}$  inch; 622S— $\frac{3}{8}$  inch; 622SA— $\frac{1}{2}$  inch; 685SA— $\frac{3}{4}$  inch; measured from top of boss to top of float seam, float assembly cover inverted.  
 (F)—From fuel level to air horn gasket surface.  
 g—Champion Y-4-A or AC 103-S.  
 G—Set with float gauge.  
 h—AC 104, or Champion Y8  
 H—Hot.  
 (H)—Float level .66-.77".  
 (H)—From bowl cover gasket to bottom of float, using Kent-Moore gauge J-4554.  
 k—From bowl cover to seam of float, using Carter gauge T-109-16Z.  
 kf— $\frac{1}{4}$ " with solid needle,  $\frac{1}{16}$ " with spring-loaded needle.  
 K—Series 492 float level  $\frac{1}{16}$  inch.  
 l—Zero with hydraulic taper filled with oil. .040"-.090" taper dry and compressed.  
 L—Lodge.  
 Li—Float level to top of main body  $\frac{1}{2}$ "  $\pm$   $\frac{1}{16}$ " @  $3\frac{1}{2}$ -4 $\frac{1}{2}$  pounds fuel pressure.  
 m—Minimum.  
 M—Millimeter.  
 n—Non-adjustable.  
 N—Negative.  
 p—Models 2302, 2232 with suffix letter "F" equipped with hydraulic valve lifters.  
 pm—Plus or minus  $\frac{1}{16}$ ".  
 (p)—Plus or minus  $\frac{1}{10}$ .  
 P—Positive.  
 PP—Pre-set.  
 r—From float chamber rim.  
 s—Dwell meter for setting point opening is not recommended.  
 t—Hydraulic lifters standard on vehicles equipped with Dynaflo transmission.  
 T—Cha L-10S or K.L.G. E80, or Lodge HN or HNP.  
 TDC—Top dead centre.  
 u—114 lbs. with Synchro Mesh transmission and 120 lbs. with Dynaflo.  
 w—Measured from top of float to bottom of float bowl cover.  
 W—Measured from seam on top of float to bottom of float bowl cover.  
 x—With engine at operating temperature.  
 (x)—Engine idling.  
 X—From face of air horn gasket to top of raised seam encircling each float.  
 (X)—Automatic optional.  
 y—Late 23rd series 14mm. AL-A58, Cha J-8, AC 44-5.  
 (y)—V8 engines AL, 4s-165  
 z—.004" B (piston travel).  
 (z)—72 octane fuel 5° BTDC.  
 \*—"A" distributor 12° BTDC; "B" and "C" distributors 8° BTDC.  
 \*\*— $\frac{3}{8}$ " on periphery of crankshaft pulley.  
 \*\*\*— $\frac{3}{8}$ " dia. under needle shut off float level.  
 °—At 200 r.p.m.  
 °°—Distance from seam of float (at free end) to tip on lower edge of float chamber cover when needle is seated to be  $\frac{3}{8}$  inch.  
 †—.0225-.0275.  
 ††—Float level Stromberg  $\frac{3}{8}$  inch; Carter  $\frac{5}{16}$  inch.  
 ‡—W-1 carburetors 521S, or 545S.  
 §—At 1,000 r.p.m.  
 ¶—.010C up to engine No. 10769; .014C after.  
 #—Measured from boss on float cover to far edge of float seam.  
 ♦♦— $\frac{1}{2}$  inch from lip of seam free edge of float to machined lip of cover.  
 ♦♦♦— $\frac{3}{8}$  inch from seam of float to raised spot on cover  
 Ø—Below top of bowl.  
 (1)—Up to engine No. P200 Cha L-10S.  
 (2)—Or Cha L-10.  
 (3)— $21\frac{1}{2}$   $\frac{43}{64}$ .  
 1—High Lift Cam—.014-.016.  
 2—Hydraulic valve lifters standard.  
 3—From face of air horn gasket, to bottom of float.  
 4—Bottom of float to cover.  
 5—AL, A-5 on early models, AL, A-7 on late models, Cha, J-8 or AC, 46-5.  
 6—Automatic optional.  
 7—With bowl cover inverted, measure between boss on cover and far edge of float seam.  
 8—Use F.L. gauge J-5475 on main body across centre of float.  
 9—At 150 r.p.m.



## OIL FILTERS

Make and Model	Year	Filter Equipment	Make and Model	Year	Filter Equipment	Make and Model	Year	Filter Equipment	Make and Model	Year	Filter Equipment
<b>ANGLIA (English)</b>			<b>CROSLEY</b>			<b>HILLMAN MINX (Eng.)</b>			<b>METEOR</b>		
Four Cylinder.....	'49	*2	CC (Up to 41547) '47	*2		Mark III.....	'49	0	Meteor.....	'49	*1
Four Cylinder.....	'50-'52	*2	CC, CD to 106039 '48	*2		Mark IV.....	'50	0	M.G. (English).....	'49	*2
			CD After 106039 '49	*2		Minx.....	'51-'53	0	V-8.....	'50	*1
			4' Cly.....	'50-'52	*1				V-8.....	'51	*3
									V-8.....	'52-'53	*4
<b>AUSTIN (English)</b>			<b>DE SOTO</b>			<b>HUDSON</b>			<b>MG. (English)</b>		
A-40.....	'48-'53	*2	S-11.....	'47	*2	Six-171, 172.....	'47	*4	TC Midget.....	'49	*2
A-70.....	'49-'53	*1	S-11.....	'48	*2	Eight-173, 174.....	'47	*4	TD Midget.....	'50-'53	*2
A-90.....	'49-'53	*1	S-13 Custom.....	'49	*2	Series 481, 482.....	'48	*3			
A-125.....	'49-'53	*1	S-14 & S-15.....	'50-'52	*2	Series 483, 484.....	'48	*4			
A-135.....	'49-'53	*1	S-17.....	'52	*1	Series 491, 492.....	'49	*3			
A-30.....	'53	*2	S-14, 15, 18.....	'50-'51	*2	Series 493, 494.....	'49	*4			
			V-8 Series.....	'52-'53	*1	6 & 8 Cyl.....	'50-'53	0			
<b>BUICK</b>			<b>DODGE</b>			<b>HUMBER HAWK (Eng.)</b>			<b>MONARCH</b>		
Series 40.....	'47	0	D-25.....	'47	*2	Mark III.....	'49	*1	Monarch.....	'47	*1
Series 50.....	'47	0	D-24.....	'47	*2	4 cyl.....	'50-'53	*1	Monarch.....	'48	*1
Series 70.....	'47	0	D-25.....	'48	*2	6 cyl.....	'50-'53	*1	Monarch.....	'49	*1
Series 40 & 50.....	'48	0	D-24.....	'48	*2				V-8.....	'50	*1
Series 70.....	'48	*1	D-30.....	'49	*2				V-8.....	'51	*3
Series 40.....	'49	*1	D-31, D-32.....	'49	*2				V-8.....	'52-'53	*4
Series 50 & 70.....	'49	*1	Wayfarer & Station Wgn.....	'50	0						
Ser. 40, 50 & 70 '50-'52		*1	D-33.....	'50	*2	All.....	'50-'52	*1	Morris.....	'49	*2
Ser. 44, 45, 47 '49-'53		*1	D-34.....	'50	*1	Mark V.....	'50-'51	*1	Minor.....	'50-'52	0
			D-40-1 & D-40-2.....	'51	*2	XK-120.....	'50-'51	*1	Six & Oxford.....	'50-'53	*1
			D-42.....	'51	*1	Mark VII.....	'52-'53	*1	Minor.....	'53	*2
			D-39.....	'51-'52	0						
			D-40-1.....	'51-'52	*2						
			D-42.....	'51-'52	*1						
			D-43.....	'53	*2						
			D-46, D-47.....	'53	*1						
			D-44, D-48.....	'53	*1						
<b>CADILLAC</b>			<b>FORD</b>			<b>JAGUAR (English)</b>			<b>MORRIS (English)</b>		
V-8.....	'47	0	DeL. & Sup. DeL '47	*1		All.....	'50-'52	*1			
V-8.....	'48-'51	0	DeL. & Sup. DeL '48	*1		Mark V.....	'50-'51	*1	Morris.....	'49	*2
V-8.....	'52-'53	*1	V-8.....	'49	*1	XK-120.....	'50-'51	*1	Minor.....	'50-'52	0
			V-8.....	'50	*1	Mark VII.....	'52-'53	*1	Six & Oxford.....	'50-'53	*1
			V-8.....	'51	*3				Minor.....	'53	*2
			V-8.....	'52	*1						
			V-8.....	'51-'52	*1						
			6 Cyl.....	'52-'53	*4						
<b>CHEVROLET</b>			<b>FORD</b>			<b>JOWETT (English)</b>			<b>MORRIS (English)</b>		
Six.....	'47	0	DeL. & Sup. DeL '47	*1		Javelin.....	'50-'53	*1			
Six.....	'48	0	DeL. & Sup. DeL '48	*1							
Six.....	'49	0	V-8.....	'49	*1						
Style & Fleet.....	'50-'51	0	V-8.....	'50	*1						
Powerglide.....	'51	0	V-8.....	'51	*3						
All Models.....	'52-'53	*4	V-8.....	'52	*1						
			V-8.....	'51-'52	*1						
			6 Cyl.....	'52-'53	*4						
<b>CHRYSLER</b>			<b>FRAZER</b>			<b>KAISER</b>			<b>NASH</b>		
Six C-38W, C-38S '47		*1	F-47.....	'47	*1	K-100.....	'47	*1	Series 4640.....	'47	0
Eight C-39, C-40.....	'47	*1	F-47, 47C, 485, 486 '48	*1		K100, 101, 481, 482 '48		*1	Series 4660.....	'47	*2
C-38W, C-38S.....	'48	*1	F-495, 496.....	'49	*1	Series K-491, 492 '49		*1	Series 4840.....	'48	0
C-39, C-40.....	'48	*1	Manhattan.....	'50-'52	*1	Special.....	'51-'52	*2	Series 4860.....	'48	*2
Six C-45.....	'49	*1				DeLuxe.....	'51-'52	*1	Series 4940.....	'49	0
Eight C-46, C-47 '49		*1				Standard.....	'52-'53	0	Series 4960.....	'49	*2
All.....	'50	*1				Manhattan.....	'52-'53	*1	All.....	'50	0
All.....	'51	*1							All.....	'51	0
All.....	'52	*1							All.....	'52	0
All series.....	'53	*1							Can. Sta.....	'51-'53	0
									Ambas.....	'51-'53	0
									Rambler.....	'51-'53	0
<b>CONSUL (English)</b>			<b>HENRY J</b>			<b>LINCOLN</b>			<b>OLDSMOBILE</b>		
Four Cyl.....	'52-'53	*1	4 & 6 cyl.....	'51-'53	0	Linc.&Linc.Cont. '47	*1		Six.....	'47	0
						Linc.&Linc.Cont. '48	*1		Eight.....	'47	*1
						V-8.....	'50-'53	*1	Six.....	'48	0
									Eight.....	'48	*1
									Six.....	'49	0
									Eight.....	'49	*1
									'76.....	'50	0
									'88.....	'50-'51	*1
									'98.....	'51	*3
									'88' & '98.....	'52-'53	*1



## OIL FILTERS

Make and Model	Year	Filter Equipment	Make and Model	Year	Filter Equipment	Make and Model	Year	Filter Equipment	Make and Model	Year	Filter Equipment
<b>PACKARD</b>			<b>PONTIAC</b>			<b>STUDEBAKER (Cont'd.)</b>			<b>VAUXHALL LIP (Eng.)</b>		
2100 & 2130.....	'47	*4	Six.....	'47	0	Champion 7G.....	'48	0	Velox.....	'49	*2
2101 & 2111.....	'47	*4	Eight.....	'47	0	Commander 15A.....	'48	*1	Wyvern &		
2103, 2106 & 2126.....	'47	*1	Six.....	'48	0	Champion 8-G.....	'49	0	Velox.....	'50-'53	*2
2201, 2211.....	'48	*4	Eight.....	'48	0	Commander 16A.....	'49	*1	<b>WILLYS</b>		
2202, 2232 (a).....	'48	*1	Six 2000.....	'49	0	Champion.....	'50	0	CJ-2A Uni. Jeep.....	'47	*1
2206, 2233 (b).....	'48	*1	2200, 2500.....	'49	0	Commander & Land			CJ-2A.....	'48	*1
2301.....	'49	*4	Eight.....	'49	0	Cruiser.....	'50	*1	4-63.....	'48	0
2302, 2332.....	'49	*1	25 & 27.....	'50-'53	0	Champion.....	'51	0	2 WD.....	'48	0
2306, 2333.....	'49	*1	<b>PREFECT (English)</b>			Commander & Land			4 WD.....	'48	0
Taxi.....	'49	*1				Cruiser.....	'51	0	6-63.....	'48	0
'8' & DeLuxe '8'.....	'50	0				Champion & Com-			CJ-2A.....	'49	*1
Super '8' and			Four Cylinder.....	'49	*2	mander.....	'52-'53	0	4-63.....	'49	0
Custom '8'.....	'50	*1	Four Cylinder.....	'50-'52	*2	Landcruiser.....	'52-'53	*1	2 WD.....	'49	0
200.....	'51-'52	0	<b>RILEY (English)</b>			<b>SUNBEAM-TALBOT</b>			4 WD.....	'49	0
300 & 400.....	'51-'52	*1				(English)			6-63.....	'49	0
Clipper.....	'53	*4				4 Cyl.....	'50-'53	*1	CJ-3A.....	'49	*1
'300' & Pat.....	'53	*1	4 cyl.....	'50-'53	*1	<b>TRIUMPH (English)</b>			4 & 6 Cyl.....	'50-'53	0
<b>PLYMOUTH</b>			<b>ROVER (English)</b>			1200 May			<b>WOLSELEY (English)</b>		
P-15.....	'47	*2				Flower.....	'50-'51	*1	4 & 6 Cyl.....	'50-'53	*1
P-15.....	'48	*2	Land Rover.....	'47-'53	*2	1800 Renown.....	'50-'51	*1	<b>ABBREVIATIONS</b>		
P-17 P-18.....	'49	*2	75'.....	'47-'53	*2	<b>VANGUARD (English)</b>			0—None Equipped		
P-19.....	'50	0	<b>STUDEBAKER</b>			Sedan & Est. car.....	'49	*1	*1—Replaceable Cartridge Filter		
P-20.....	'50	*2				4 Cyl.....	'50-'53	*1	*2—Throw-away Type Filter		
P-22.....	'51-'52	0	Champ 6G.....	'47	0				*3—Partial Filter		
P-23.....	'51-'52	*2	Com. 14A.....	'47	*1				*4—Optional Filter		
Cambridge.....	'53	0									
Cranbrook.....	'53	*2									

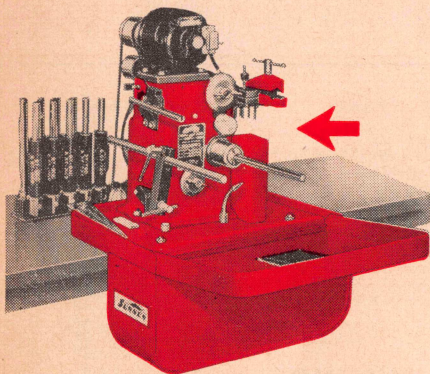
A NOS AMIS  
CANADIENS-  
FRANÇAIS!

Vous qui êtes intéressés à avoir des réponses en français à vos problèmes sur l'entretien de l'automobile, adressez-vous au rédacteur de la revue "MOTOR MAGAZINE", 73 Richmond St. W., Toronto 1, Ontario. Ce service additionnel est nouveau et est entièrement gratuit!



# SUNNEN HONING

**"TWICE THE ACCURACY IN HALF THE TIME!"**



New Sunnen Model LBA-650D Wet Honing Machine equipped with Honing Dial and mandrels for .720" 1.020" range.

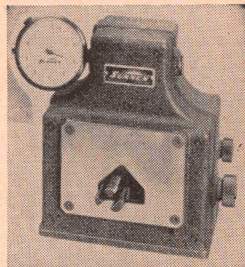
Yes, the versatile Sunnen Wet Honing Machine is one of your most profitable investments. Check it yourself. Compare the number of different jobs it does, the time it saves, and the income it earns you—put it up against other shop equipment of similar or greater cost. You'll see Sunnen Wet Honing out in front!

Sunnen Wet Honing is the fastest, most accurate method available for sizing holes . . . and you're confident that the job is done *right*. Piston pin bushings, con-rod bushings, spindles, hydraulic brake cylinders, transmission housings — these are but a few of the repair jobs that Sunnen Wet Honing handles, jobs you can do right in your own shop. Check the cost, the uses, and the profits—and you'll find that a Sunnen Wet Honing Machine pays for itself fast.

**THE BEST TEST IS A DEMONSTRATION  
RIGHT IN YOUR SHOP—ASK FOR IT!**

## Sensational New Pin Fitting Development . . . Makes Precision Pin Fitting Easy

- New Honing Dial eliminates unnecessary gauging — cuts honing time in half—no danger of going oversize.
- Fits pins better, faster, more economically—with a pre-run-in fit.
- Out-dates old fashioned pin fitting methods, guesswork, cut-and-try and fitting by "feel"!



Model AG-300 Precision Tenth-reading Clearance Gauge now available. Size range .720 to 2 11/16"

This NEW Sunnen Precision Clearance Gauge is amazingly accurate yet requires no "feel"—anyone can use it, right from the start. You can see on a dial when you have the exact fit required.

*"Only with abrasives is it possible  
to produce smooth and accurate surfaces"*

**SUNNEN**  
CHATHAM

**PRODUCTS CO. LIMITED**  
● ONTARIO



## PISTON PINS AND CONNECTING RODS

Make and Model	Year	Piston Pins—Diameter	Piston Pins—Locking Method	Piston Pins—Clearance (Minimum-Maximum)	Connecting Rod Forging Number	Conn. Rod Bearings—Diameter and Length	Conn. Rod Bearings—Clearance (Min.-Max.)	Conn. Rod Bearings—End Play (Min.-Max.)	Direct Babbitt or Precision Insert	Pistons and Rods removed from above or below
<b>ANGLIA (English)</b>					<b>CONNECTING RODS</b>					
Four Cylinder	'49	.6876-.6879	Lr	.0001-.0003	—	1.5000-1.5005 x1.180-1.182	.001-.0025	.004-.010	DB	A
Four Cylinder	'50	.6876-.6879	Lr	PF	—	D1.500x1.505 L1.180x1.182	.001-.003	.004-.010	DB	A
Four Cylinders	'51	.6876-.6879	Lr	PF	—	D1.500x1.505 L1.180x1.182	.001-.003	.004-.010	DB	A
Four Cylinder	'52	.6876-.6879	Lr	PF	—	1.5-1.18	.001	.004-.010	DB	A
<b>AUSTIN (English)</b>					—	—	—	—	PI	A
A-40	'48	.6244	R	—	—	—	.00025-.0015	.0085-.0125	PI	B
A-40 Devon&Dorset	'49	.6244-.6246	R	pp	—	—	.00025-.0015	.0085-.0125	PI	A
A-40 Devon&Dorset	'50	.6244-.6246	R	PUFf	—	1.7499-1.7500	.00025-.0015	.0085-.0125	PI	A
A-125 Sheerline	'51	.8748-.8750	R	TP	—	D2.387 L1.226	.0005-.0018	—	PI	A
A-90 Atlantic	'51	.8748-.8750	R	TP	—	D2.113-2.115	.0005-.0017	.008-.012	PI	A
A-70 Hereford	'51	.8748-.8750	R	TP	—	L1.226-1.236 D2.113-2.115	.0005-.0017	.008-.012	PI	A
A-40 Devon	'51	.6244-.6246	R	TP	—	L1.226-1.236 D1.856	.0002-.0015	.008-.012	PI	A
A-40 Somerset	'52	.6244-.6246	R	PP	—	L.929-.939	.00025-.0015	.0085-.0125	PI	A
A-70 Hereford	'52	.8748-.8750	R	PP	—	D1.7500	.0005-.00175	.008-.012	PI	A
A-70 Hereford	'53	.8748-.8750	CB	tp	—	D2.000	.0006-.0019	.008-.012	PI	A
A-40 Somerset	'53	.6244-.6246	CB	tp	—	D2.057-2.058 L1.226-1.236	.0003-.0015	.0085-.0125	PI	A
A-30	'53	.5620-.5622	CB	tp	—	D-1.856 L.929-.939 D1.5635 L.870-.880	.0002-.0015	.006-.010	PI	A
<b>BUICK</b>					—	2x1.212	.0008-.0018	.005-.010	DB	A
Series 40	'47	.8125	R	.0003-.0004	—	2x1.212	.0008-.0018	.005-.010	DB	A
Series 50	'47	.8125	R	.0003-.0004	—	2 1/4x1.306	.0008-.0018	.005-.010	DB	A
Series 70	'47	.8750	R	.0003-.0004	—	—	—	—	—	—
Series 40, 50, 70	'48	(Not distributed in Canada)			—	—	—	—	—	—
Series 40, 50, 70	'49	(Not distributed in Canada)			—	—	—	—	—	—
Series 40, 50, 70	'50	(Not distributed in Canada)			—	—	—	—	—	—
Series 40 Custom	'51	.8124-.8129	R	.0003-.0004	1145	2.125x1.030	.0005-.0016	.005-.010	PI	A
Series 50, 70	'51	(Not distributed in Canada)			—	—	—	—	—	—
Series 40	'52	.8127	R	.0003	1145	L1.030	.0011	.007	PI	A
Series 50	'52	.8127	R	.0003	—	L1.030	.0011	.007	PI	A
Series 70	'52	.8747	R	.0003	—	L1.306	.0011	.007	PI	A
Series 40	'53	.8127	R	.0003*	1339643	D2.128 L.885	.0011	.007	PI	A
50, 70	'53	.940	R	.0004*	1343144	D2.25 L.881	.0012	.007	PI	A
<b>CADILLAC</b>					—	2.459x2.294	.0015	.0045	Sep	A
V-8	'47	7/8	F	yy	—	2.459x2.294	.0005-.0020	.008-.014	PI	A
V-8	'48	(Not distributed in Canada)			—	—	—	—	—	—
V-8	'49	(Not distributed in Canada)			—	—	—	—	—	—
V-8	'50	(Not distributed in Canada)			—	—	—	—	—	—
V-8	'51	(Not distributed in Canada)			—	—	—	—	—	—
All Models	'52	1.00	R	.00005-.0001	—	.8909-9009-	.001-.0035	.008-.014	PI	A
All Models	'53	1.00	R	.00005-.0001	—	L.8909-9009	.001-.0035	.008-.014	PI	—
<b>CHEVROLET</b>					—	2 5/16x1 1/2	.0010	.004-.011	DB	A
Six	'47	.8645	R	SF	—	2.314x1.432	SF	.004-.012	DB	A
Six	'48	.8645	R	SF	—	2.311x1.436	.0003-.0013	.004-.012	SB	A
Six	'49	.8645-.8650	R	SF	—	2.311x1.436	.0003-.0013	.004-.012	DB	A
Six	'50	.8645-.8650	R	SF	3835274	2.3135-2.3140	.003-.0013	.004-.012	DB	A
Six	'51	.8645-.8650	R	SF	3835274	x 1.076	.0003-.0013	.004-.012	Spun	A
Six	'52	.8645-.8650	R	SF	3835274	L1.076	.0007-.0028	.005-.012	PI	A
All Models	'53	.8660-.8665	R	SF	3701491	D2.3127-2.3138 L.998	.0007-.0028	.005-.012	PI	A
<b>CHRYSLER</b>					—	2 1/8x1 1/2	.0005-.0025	.0055-.0115	PI	A
Six C-38W, C-38S	'47	55/64	F	TP	—	2 1/16x1 1/8	.0005-.0015	.006-.011	PI	A
Eight C-39, C-40	'47	55/64	F	TP	—	2 1/8x1 1/2	.0005-.0025	.0055-.0115	PI	A
Six 38W, C-38S	'48	55/64	F	TP	—	—	—	—	—	—

(Continued on page 32)



## PISTON PINS AND CONNECTING RODS

Make and Model	Year	Piston Pin—Diameter	Piston Pin—Locking Method	Piston Pin—Clearance (Minimum-Maximum)	Connecting Rod Forging Number	Conn. Rod Bearings—Diameter and Length	Conn. Rod Bearings—Clearance (Min.-Max.)	Conn. Rod Bearings—End Play (Min.-Max.)	Direct Babbitt or Precision Insert	Pistons and Rods removed from above or below
<b>CHRYSLER (Continued)</b>										
Eight C-39, C-40	'48	$\frac{5}{16}$	F	TP	—	$2\frac{1}{2} \times 1\frac{1}{8}$	.0005-.0015	.006-.011	PI	A
Six-C45	'49	$\frac{5}{16}$	F	FP	—	$2\frac{1}{2} \times 1\frac{1}{8}$	.005-.0025	.0055-.011	PI	A
Eight C-46, C-47	'49	$\frac{5}{16}$	F	FP	—	$2\frac{1}{2} \times 1\frac{1}{8}$	.005-.0015	.006-.011	PI	A
Six	'50	$\frac{5}{16}$	F	tp	666746, 954428	$2\frac{1}{2} \times 1\frac{1}{8}$	.0005-.0025	.0055-.011	PI	A
Eight	'50	$\frac{5}{16}$	F	tp	621920, 954429	$2\frac{1}{2} \times 1\frac{1}{8}$	.0005-.0015	.006-.011	PI	A
C51	'51	$\frac{5}{16}$	F	FP	666746, 954428	$2\frac{1}{2} \times 1\frac{1}{8}$	.0005-.0025	.006-.011	PI	A
C51	'52	$\frac{5}{16}$	F	0-.0005	666746, 954428	$2\frac{1}{2} \times 1\frac{1}{8}$	.0005-.0015	.006-.011	PI	A
C55	'52	—	F	0-.0005	—	—	.0005-.0015	.006-.011	PI	A
C-60	'53	$\frac{5}{16}$	Lr	.0000-.0005	—	$2\frac{1}{2} \times 1\frac{1}{8}$	.0005-.0015	.006-.014	PI	A
C-56, V-8	'53	$\frac{5}{16}$	Lr	.0000-.0005	—	$2\frac{1}{2} \times 1\frac{1}{8}$	.006-.011	.006-.014	PI	A
<b>CONSUL (English)</b>										
Four Cylinder	'52	.8120-.8123	R	PF	—	—	.001	.004-.008	PI	A
Four Cylinder	'53	.812-.8123	**	.0003M	—	D2.0425.L1.125	.001-.0025	.004-.008	PI	A
<b>CROSLEY</b>										
CC(Up to 41547)	'47	$\frac{3}{8}$	F	TP	—	1.375x.870	.0015-.003	.010-.025	PI	B
CC,CD(to 106039)	'48	$\frac{3}{8}$	F	TP	—	1.375x.870	.0015-.003	.010-.025	PI	B
CD(After 106039)	'49	$\frac{3}{8}$	F	TP	—	1.375x.870	.0015-.003	.010-.025	PI	B
Crosley	'50	.6250-.6252	F	.0003-.0004c	PC-7240	1.375x.870	.0015-.003	.010-.025	PI	B
All Models	'51	.6250-.6252	F	c	300504	1.375x.870	.0015-.003	.010-.025	PI	B
All Models	'52	.6250-.6252	F	c	300504	1.375x.870	.0015-.003	.010-.025	PI	B
<b>DE SOTO</b>										
S-11	'47	$\frac{5}{16}$	F	TP	—	$2\frac{1}{2} \times 1\frac{1}{8}$	.0005-.0025	.0055-.0115	PI	A
S-11	'48	$\frac{5}{16}$	F	TP	—	$2\frac{1}{2} \times 1\frac{1}{8}$	.0005-.0025	.0055-.0115	PI	A
S-13 Custom	'49	$\frac{5}{16}$	F	TP	—	$2\frac{1}{2} \times 1\frac{1}{8}$	.0005-.0025	.0055-.0115	PI	A
S-14	'50	$\frac{5}{16}$	F	TP	65679, 954418	$2\frac{1}{2} \times 1\frac{1}{8}$	.0005-.0025	.0055-.011	PI	A
S15	'51	$\frac{5}{16}$	F	FP	665679, 954418	$2\frac{1}{2} \times 1\frac{1}{8}$	.0005-.0025	.006-.011	PI	A
S15	'52	$\frac{5}{16}$	F	0-.0005	—	$2\frac{1}{2} \times 1\frac{1}{8}$	.0005-.0015	.006-.011	PI	A
S17	'52	.9216	F	0-.0005	—	$2\frac{1}{2} \times 1\frac{1}{8}$	.0005-.0015	.006-.014	PI	A
S-18	'53	$\frac{5}{16}$	Lr	.0000-.0005	—	$2\frac{1}{2} \times 1\frac{1}{8}$	.0005-.0015	.006-.011	PI	A
S-16, V-8	'53	.922	Lr	.0000-.0005	—	$2\frac{1}{2} \times 1\frac{1}{8}$	.0005-.0015	.002-.014	PI	A
<b>DODGE</b>										
D-25	'47	$\frac{5}{16}$	F	TP	—	$2\frac{1}{2} \times 1\frac{1}{8}$	.0005-.0025	.0055-.0115	PI	A
D-24	'47	$\frac{5}{16}$	F	TP	—	$2\frac{1}{2} \times 1\frac{1}{8}$	.0005-.0025	.0055-.0115	PI	A
D-25	'48	$\frac{5}{16}$	F	TP	—	$2\frac{1}{2} \times 1\frac{1}{8}$	.0005-.0025	.0055-.0115	PI	A
D-24	'48	$\frac{5}{16}$	F	TP	—	$2\frac{1}{2} \times 1\frac{1}{8}$	.0005-.0025	.0055-.0115	PI	A
D-30	'49	$\frac{5}{16}$	F	TP	—	$2\frac{1}{2} \times 1\frac{1}{8}$	.0005-.0025	.0055-.0115	PI	A
D-31, D-32	'49	$\frac{5}{16}$	F	TP	—	$2\frac{1}{2} \times 1\frac{1}{8}$	.0005-.0025	.0055-.0115	PI	A
D34-D35-D36	'50	$\frac{5}{16}$	F	TP	868896, 954408	$2\frac{1}{2} \times 1\frac{1}{8}$	.0005-.0025	.0055-.011	PI	A
D39, D40, D42	'51	$\frac{5}{16}$	F	FP	868896, 954408	$2\frac{1}{2} \times 1\frac{1}{8}$	.0005-.0025	.006-.011	PI	A
D39-D40, D42	'52	$\frac{5}{16}$	F	0-.0005	868896, 954408	$2\frac{1}{2} \times 1\frac{1}{8}$	.0005-.0015	.006-.011	PI	A
D-43	'53	$\frac{5}{16}$	Lr	.0000-.0005	—	$2\frac{1}{2} \times 1\frac{1}{8}$	.0005-.0015	.006-.011	PI	A
D-44, V-8	'53	.8592	Lr	.0000-.0005	—	$2\frac{1}{2} \times 1\frac{1}{8}$	.0005-.0015	.006-.014	PI	A
<b>FORD</b>										
DeL. & Super DeL.	'47	.7505	F	.0000-.0003S	—	2.14x.84	.0003-.0028	.006-.014	PI	A
DeL. & Super DeL.	'48	.7505	F	.0000-.0003S	—	2.14x.84	.0003-.0028	.006-.014	PI	A
V-8	'49	.7505	F	.0000-.0003f	—	2.14x.84	.0003-.0028	.006-.014	PI	A
V-8	'50	.7504	Lr	.0000FP(f)	8BA-6200B	2.1385x1.75	.0015-.0030	.006-.020	PI	A
V-8	'51	.7504	Lr	.0000FP(f)	8BA 6200B	2.1385x1.75	.0015-.0030	.006-.020	PI	A
V-8	'52	.7501-.7504	Lr	PF	C8BA-6200	2.4x.765	.005-.020	.006-.020	PI	A
V-8	'53	.7501-.7504	Lr	PF	—	2.4x.765	.006-.020	.006-.020	PI	@
<b>FRAZER</b>										
F-47	'47	.913-.914	Lr	.1858-.2045	—	2.1882-2.1902 x1.3035-1.3055	.0005-.0023	.002-.004	DB	A
F-47-47C-485-486	'48	$\frac{5}{16}$	P	pc	—	1.0316x1 $\frac{1}{8}$	.0005-.0023	.006-.010	PI	A
Series F-495, 496	'49	.8593	Lr	(pc)	—	2.0619-2.0627	.0015-.002	.005-.015	PI	A
Series F-495, 496	'50	.8593	Lr	(pc)	F600D-310	x1 $\frac{1}{16}$ 2.0619-2.0627	.0015-.002	.005-.015	PI	A
F-515 and F-516	'51	.8591-.8593	Lr	ff	F600D-310	x1 $\frac{1}{8}$ 2.0627-2.0637	.0005-.0015	.006-.010	PI	A



## PISTON PINS AND CONNECTING RODS

Make and Model	Year	Piston Pins—Diameter	Piston Pins—Locking Method	Piston Pins—Clearance (Minimum-Maximum)	Connecting Rod Forging Number	Conn. Rod Bearings—Diameter and Length	Conn. Rod Bearings—Clearance (Min.-Max.)	Conn. Rod Bearings—End Play (Min.-Max.)	Direct Babbitt or Precision Insert	Pistons and Rods removed from above or below
<b>PISTON PINS</b>					<b>CONNECTING RODS</b>					
<b>HENRY J</b>										
K523 Vagabond, Corsair.....	'52	.8118-.8120	R	.0002	641770	1.094	.0005-.0025	.004-.010	PI	A
K524 Vagabond, Corsair.....	'52	.7494-.7496	R	.0001	642419	.899	.0005-.0025	.002-.008	PI	A
Six Cylinder.....	'53	3.122-3.122	R	.0002-.0006	641770-W-039C	1.9387-1.94	.0005-.0025	.004-.010	PI	A
Four Cylinder.....	'53	.7494-.7496	R	.0002-.0006	642419-WO-9	1.8751-1.8765	.0005-.0025	.002-.008	PI	A
<b>HILLMAN MINX</b> (English)										
Mark III.....	'49	.6299-.6296	R	.001	—	1.625 HM	.0005-.002	.002-.004	PI	B
Mark IV.....	'50	.6298	F	PUF	—	1.6245-1.6250 x.905-.915	.0005-.002	.0079-.0014	PI	B
Mark IV.....	'51-'52-'53	.6880-.6877	L	—	—	D1.6250-1.6245 L.915-.905	.000511-.002	.0079-.0114	PI	B
<b>HUDSON</b>										
Six—171, 172.....	'47	3/4	F	.0003	—	1 1/16x1 3/8	.0003-.0006	.007-.013	DB	A
Eight—173, 174.....	'47	3/4	F	.0003	—	1 1/16x1 3/8	.0003-.0006	.007-.013	DB	A
Series 481, 482.....	'48	3/32	Lr	pf	—	1.125x1.625	—	.007-.013	PI	A
Series 483, 484.....	'48	3/4	Lr	pf	—	1.9375x1.375	—	.007-.043	SB	A
Series 491, 492.....	'49	3/16 (.968)	Lr	pf	—	1.125x1.625	—	.007-.013	PI	A
Series 493, 494.....	'49	3/4 (.75)	Lr	pf	—	1.9375x1.375	—	.007-.013	SB	A
Series 500, 501, 502.....	'50	.968	Lr	H	302609, 157369	2 1/8x1 3/8	.005-.0015	.007-.013	PI	A
Series 503, 504.....	'50	.750	Lr	H	302609, 157369	1 1/2x1 3/8	.003-.006	.003-.006	SP	A
All except 8A.....	'51	.968	Lr	H	302609, 157369	2 1/8x1 3/8	.0005-.0015	.007-.013	PI	A
8A.....	'51	.750	Lr	H	302609, 157369	2 1/8x1 3/8	.0005-.0006	.007-.013	SB	A
4B, 5B, 6B, 7B.....	'52	.968	Lr	H	302609, 157369	2 1/8x1 3/8	.0005-.0015	.007-.013	PI	A
8B Comm. Eight.....	'52	.750	Lr	H	302609, 157369	1 1/2x1 3/8	.0003-.0006	.007-.013	SB	A
Jet 1C, 2C.....	'53	.7497-.750	Lr	H	308004	1.9375-.962	.0005-.0015	.007-.013	PI	A
Wasp, 4C, 5C.....	'53	.9684-.9687	Lr	H	305906	2 1/8x1 3/8	.0005-.0015	.007-.013	PI	A
Hornet 7C.....	'53	.9684-.9687	Lr	H	305906	2 1/8x1 3/8	.0005-.0015	.007-.013	PI	A
<b>HUMBER</b> (English)										
Super Snipe Mk. II.....	'48	24m	F	PUF	—	2.125-1.23	.0013-.0015	.0058	PI	—
Hawk Mk. III.....	'49	24m	F	PUF	—	1.9375-1.314	.00125-.0025	.008	PI	—
Mark III.....	'49	.9449x.9447	R	—	—	1.93775x1.3145	—	—	PI	B
Pullman Mk. II.....	'49	24m	F	PUF	—	2.125-1.23	.0013-.0015	.0058	PI	—
Super Snipe Mk. II.....	'49	24m	F	PUF	—	2.125-1.23	.0013-.0015	.0058	PI	—
Hawk Mk. III.....	'50	24m	F	PUF	—	1.9375-1.314	.00125-.0025	.008	PI	—
Pullman Mk. II.....	'50	24m	F	PUF	—	2.125-1.23	.0013-.0015	.0058	PI	—
Super Snipe Mk. II.....	'50	24m	F	PUF	—	2.125-1.23	.0013-.0015	.0058	PI	—
Hawk IV.....	'51-'52	.9448-.9449	Lr	—	—	1.93725-1.93775	.000275-.00075	.0085-.0125	PI	A
Super Snipe III.....	'51-'52	—	Lr	—	—	1.3125-1.3145	—	—	—	—
Super Snipe Mk. IV.....	'53	1.123-1.125	Lr	pp	—	2.1244-2.1252	.0015-.0026	.0058-.0093	PI	A
Hawk V.....	'53	.9448-.9449	Lr	—	—	1.226-.1236	—	—	—	—
<b>JAGUAR</b> (English)										
2 1/2 Litre S&C Mk. V.....	'49	.7501-.7498	F	j	—	1.895-1.896	.001-.0025	.006-.00875	PI	B
3 1/2 Mk. XK. 120.....	'49	.8751-.8748	F	j	—	2.0872-2.0885	.001-.0025	.006-.00875	PI	A
2 1/2 Litre Mk. V.....	'52-'53	.7501-.7498	F	j	—	1.895-1.896	.001-.0025	.006-.00875	PI	B
3 1/2 Mk. V XK120.....	'52-'53	.8751-.8748	F	j	—	2.0872-2.0885	.001-.0025	.006-.00875	PI	A
Mark VII.....	'52-'53	.875	Lr	.87505-.8755	—	2.089x1 1/16	2.089-2.087	.006-.00875	PI	A
<b>KAISER</b>										
K-100.....	'47	.913-.914	Lr	.1858-2.045	—	2.1882-2.1902 x1.3035-1.3055	.0005-.0023	.002-.004	DB	A
K-100-101-481-482.....	'48	.854	P	pc	—	1.0316x1 1/8	.0005-.0023	.006-.010	PI	A
Series K-491, 492.....	'49	.8593	Lr	(pc)	—	2.0619-2.0627	.0015-.002	.005-.015	PI	A
K-491, 492.....	'50	.8593	Lr	(pc)	F600G-402	2.0619-2.0627 x1 1/8	.0015-.002	.005-.015	PI	A
K-511 and K-512.....	'51	.8591-.8593	Lr	ff	F600G-402	2.0627-2.0637	.0005-.0015	.006-.010	PI	A
K521, K522.....	'52	.8592	F	.0002C	709354, 731057	D2.0627-L1.062	.0005-.0075	.006-.011	PI	A
K-53.....	'53	.8591-.8593	***	PUF	731057.D	2.0627-2.0637	.0005-.0015	.006-.011	PI	A



## PISTON PINS AND CONNECTING RODS

Make and Model	Year	Piston Pins—Diameter	Piston Pins—Locking Method	Piston Pins—Clearance (Minimum-Maximum)	Connecting Rod Forging Number	Conn. Rod Bearings—Diameter and Length	Conn. Rod Bearings—Clearance (Min.-Max.)	Conn. Rod Bearings—End Play (Min.-Max.)	Direct Babbitt or Precision Insert	Pistons and Rods removed from above or below
<b>PISTON PINS</b>										
<b>LINCOLN</b>										
Lincoln, Linc. Cont.	'47	.7502	F	p/r	—	2.250x.787	.001-.0025	.014	PI	A
Lincoln, Linc. Cont.	'48	.7502	F	p/r	—	2.250-.787	.001-.0025	.014	PI	A
Lincoln, Linc. Cont.	'49			(Not distributed in Canada)						
Linc. & Linc. Cont.	'50			(Not distributed in Canada)						
Lincoln	'51	.8501-.8504	2Lr	x	8EL-6200	2.3997x1.000	.003-.0019	.007-.013	PI	A
Cosmopolitan	'51	.8501-.8504	2Lr	x	8EL-6200	2.3997x1.000	.003-.0019	.007-.013	PI	A
Lincoln	'52	.9120-.9123	Lr	PF	EAD-6200	2.25x.809	.004-.020	.006-.020	PI	A
Lincoln	'53	.9120-.9123	Lr	PF	—	2.25x.809	.004-.020	.006-.014	PI	@
<b>MERCURY</b>										
114, 114X & 118	'47	.7505	F	.0000-.0003S	—	2.14x.84	.0003-.0028	.006-.014	PI	A
114, 114X & 118	'48	.7505	F	.0000-.0003S	—	2.14x.84	.0003-.0028	.006-.014	PI	A
Mercury	'49	.7505	FLr	x	—	2.14x.84	.0003-.0028	.006-.014	PI	A
Mercury	'50	.7504	Lr	PF	8cm-6200B	2.1385x1.75	.0005-.0030	.006-.020	PI	A
Mercury	'51	.7504	Lr	PF	8cm-6200B	2.1385x1.75	.0005-.0030	.006-.020	PI	A
Mercury	'52	.7501-.7504	Lr	PF	C8BA-6200	2.4x.765	.006-.020	.006-.020	PI	A
Mercury	'53	.7501-.7504	Lr	PF	—	2.4x.765	.006-.020	.006-.020	PI	@
<b>METEOR</b>										
Meteor	'49	.7505	F	.0000-.0003f	—	2.14x.84	.0003-.0028	.006-.014	PI	A
Meteor	'50	.7504	Lr	FP (m)	8BA-6200B	2.1385x1 <sup>3</sup> / <sub>4</sub>	.0005-.0030	.006-.020	PI	A
Meteor	'51	.7504	Lr	FP (m)	8BA-6200B	2.1385x1 <sup>3</sup> / <sub>4</sub>	.0005-.0030	.006-.020	PI	A
Custom Mainline	'52	.7501-.7504	Lr	PF	C8BA-6200	2.4x.765	.006-.020	.006-.020	PI	A
C'stomline, M'nlne	'53	.7501-.7504	Lr	PF	—	2.4x.765	.006-.020	.006-.020	PI	@
<b>MG (English)</b>										
T.C.	'48	18m	R	TP	—	—	—	—	—	—
Series Y	'49	18m	R	TP	—	—	—	—	—	—
Series TD	'50	18m	CB	.0003	—	45m-28m	.011-.056	.120-.150	PI	B
Series Y	'50	18m	CB	.0003	—	45m-28m	.011-.056	.120-.150	PI	B
Midget Series 'TD, Y	'51	18m	CB	.0003	—	45x28m	.011-.056m	.120-.150m	PI	B
TD YB	'52-'53	18m	CB	.0003	—	45x28	.011-.056m	.120-.150m	PI	B
<b>MONARCH</b>										
V-8	'47	.7505	F	.0000-.0003S	—	2.14x.84	.0003-.0028	.006-.014	PI	A
V-8	'48	.7505	F	.0000-.0003S	—	2.14x.84	.0003-.0028	.006-.014	PI	A
V-8	'49	.7505	FLr	x	—	—	—	—	—	—
V-8	'50	.7504	Lr	.0000-.0002	29A-6205	2.1385x1.75	.0005-.0030	.006-.020	PI	A
V-8	'51	.7504	Lr	.0000-.0002	29A-6205	2.138x1.75	.0005-.0030	.006-.020	PI	A
V-8	'52	.7501-.7504	Lr	PF	C8BA-6200	2.4x.765	.006-.020	.006-.020	PI	A
V-8	'53	.7501-.7504	Lr	PF	—	2.4x.765	.006-.020	.006-.020	PI	@
<b>MORRIS (English)</b>										
8 Series E	'48	.591	R	y	—	—	—	—	—	—
10 Series M	'48	.630	R	y	—	—	—	—	—	—
Minor	'48	15m	CB	PUF	—	40mx27m	.001-.002	.004-.006	PI	B
Oxford	'48	.75	CB	PUF	—	2x1.25	.001-.003	.004-.006	PI	A
Minor	'49	15m	CB	PUF	—	40mx27m	.001-.002	.004-.006	PI	B
Oxford	'49	.75	CB	PUF	—	2x1.25	.001-.003	.004-.006	PI	A
Six	'49	.75	CB	PUF	—	2.0-1.25	.001-.003	.0035-.0065	PI	A
Minor	'50	15m	CB	PUF	—	40mx27m	.001-.002	.004-.006	PI	B
Oxford	'50	.75	CB	PUF	—	2x1.25	.001-.003	.004-.006	PI	A
Six	'50	.75	CB	PUF	—	2.0x1.25	.001-.003	.0035-.0065	PI	A
Minor	'51	15m	CB	PUF	—	40x27m	.001-.002	.004-.006	PI	B
Oxford	'51	.75	CB	PUF	—	2.0x1.25	.001-.003	.004-.006	PI	A
Six	'51	.75	CB	PUF	—	2.0x1.25	.001-.003	.0035-.0065	PI	A
Minor	'52-'53	15	CB	PUF	—	40x27	.001-.002	.004-.006	PI	B
Oxford	'52-'53	.75	CB	PUF	—	2.0x1.25m	.001-.003	.004-.006	PI	A
Six	'52-'53	.75	CB	PUF	—	2.0x1.25m	.001-.003	.0035-.0065	PI	A
Minor Series II	'53	.562	CB	F	—	D.0006-.0016	.008-.010	—	PI	A



## PISTON PINS AND CONNECTING RODS

Make and Model	Year	Piston Pin—Diameter	Piston Pin—Locking Method	Piston Pin—Clearance (Minimum-Maximum)	Connecting Rod Forging Number	Conn. Rod Bearings—Diameter and Length	Conn. Rod Bearings—Clearance (Min.-Max.)	Conn. Rod Bearings—End Play (Min.-Max.)	Direct Babbitt or Precision Insert	Pistons and Rods removed from above or below
<b>NASH</b>					<b>PISTON PINS</b>					
Series 4740	'47	$\frac{15}{16}$	F	S	—	$1\frac{1}{8} \times 1\frac{1}{4}$	.0015-.002	.006-.012	PI	A
Series 4760	'47	$\frac{7}{8}$	F	S	—	2.002x1.436	.0015-.0025	.006-.014	PI	A
Series 4840	'48	.8125	P	pp	—	$1\frac{1}{8} \times 1\frac{1}{4}$	.0015-.002	.006-.012	PI	A
Series 4860	'48	.875	P	pp	—	2.002x1.436	.0015-.0025	.006-.014	PI	A
Series 4940	'49	.8593-.8595	P	.0003M	—	$2\frac{3}{8} \times 1\frac{1}{2}$	.001-.002	.006-.014	PI	A
Series 4960	'49	.8746	F	S	—	2.000-2.001x1 $\frac{1}{16}$	.001-.002	.006-.014	Sep	A
Candn. Statesman	'50	.8593-.8595	LB	.0003M	25177	—	.001-.0025	.006-.014	PI	A
Statesman (U.S.)	'50	—	LB	.0003M	—	2.094x	.001-.0025	.006-.014	PI	A
Ambassador (U.S.)	'50	—	Lr	pf	105354	2x	.001-.0025	.006-.014	PI	A
Rambler (U.S.)	'50	—	LB	.0003M	3125959	—	.001-.0025	.006-.014	PI	A
Can. Statesman	'51	.8593-.8595	LB	.0003M	27770	—	.001-.0025	.006-.014	PI	A
Series 5210 & 5240	'52	$\frac{55}{64}$ - $\frac{7}{8}$	R	.0002	—	L.9595	.001-.002	.005-.015	DB	A
Series 5260	'52	$\frac{55}{64}$ - $\frac{7}{8}$	R	.0002	—	L.9595	.001-.002	.005-.015	DB	A
All Sta. Ram.	'53	$\frac{55}{64}$	R	.0002M	—	2.094x.9595	.001-.0025	.005-.015	DB	A
All Ambassadors	'53	$\frac{7}{8}$	F	.0002M	—	2x1.272	.001-.0025	.005-.015	DB	A
<b>OLDSMOBILE</b>					<b>CONNECTING RODS</b>					
Six	'47	.8554-.8557	P	.0003-.0006Ø	—	2.1245x2.1255	.0005-.0025	.0055-.0105	PI	A
Eight	'47	.8554-.8557	P	.0003-.0006Ø	—	2.1245x2.1255	.0005-.0025	.0055-.0105	PI	A
Six	'48	.8554-.8557	P	.0003-.0006Ø	—	2.1245x2.1255	.0005-.0025	.0055-.0105	PI	A
Eight	'48	.8554-.8557	P	.0003-.0006Ø	—	2.1245x2.1255	.0005-.0025	.0055-.0105	PI	A
Six	'49	.855	P	.0002to-.0001	—	2.353x1.125	.0005-.0025	.0055-.0105	Sep	A
Eight	'49	.805	F	.0002-.0000	—	2 $\frac{1}{4}$ x2	.0009-.0029	.002-.011	Sep	A
Six ("76")	'50	.8555	P	Ø	B104, 5.	2.353-1.128	.00075-.0015	.0055-.0105	Sep	A
Eight ("88")	'50	.9805	F	Ø	410991	2 $\frac{1}{4}$ x2	.0009-.0029	.002-.011	Sep	A
Eight ("88")	'51	.9803-.9807	P	.0002	559361	2 $\frac{1}{4}$ x2	.0009-.0029	.002-.011	Sep	A
Eight	'52	.9805	F	.0000-.0002	559361	L.876-.886	.0009-.0029	.002-.011	PI	A
All Models	'53	.9803-.9807	F	T	559361	D2 $\frac{1}{2}$ L.876-.886	.0009-.0029	.004-.009	X	A
<b>PACKARD</b>					<b>CONNECTING RODS</b>					
2100 & 2130	'47	$\frac{7}{8}$	F	PF	—	2 $\frac{3}{8}$ x1 $\frac{1}{4}$	.0005-.0015	.004-.010	PI	A
2101 & 2111	'47	$\frac{7}{8}$	F	PF	—	2 $\frac{3}{8}$ x1 $\frac{1}{4}$	.0005-.0015	.004-.010	PI	A
2103, 2106 & 2126	'47	$\frac{7}{8}$	F	PP	—	2 $\frac{1}{4}$ x1 $\frac{3}{8}$	.0005-.0015	.004-.010	PI	A
2201 & 2211	'48	$\frac{7}{8}$	P	PP	—	2.250x1 $\frac{1}{8}$	.005-.0025	.004-.010	PI	A
2202 & 2232	'48	$\frac{7}{8}$	P	PP	—	2.250x1 $\frac{1}{8}$	.005-.0025	.004-.012	PI	A
2206 & 2233	'48	$\frac{7}{8}$	P	PP	—	2.2250x1 $\frac{1}{8}$	.005-.0025	.003-.011	PI	A
2301	'49	$\frac{7}{8}$	P	(p)	—	2.2550xx1 $\frac{1}{8}$	.005-.0025	.003-.011	PI	A
2302, 2332	'49	$\frac{7}{8}$	P	(p)	—	2.22501 $\frac{1}{8}$	.005-.0025	.003-.011	PI	A
2306, 2333	'49	$\frac{7}{8}$	P	(p)	—	2.250x1 $\frac{1}{8}$	.005-.0025	.003-.011	PI	A
2301	'50	$\frac{7}{8}$	P	(p)	389646	2.250x1 $\frac{1}{8}$	.005-.0025	.003-.011	PI	A
2302, 2332	'50	$\frac{7}{8}$	P	(p)	389646	2.20x1 $\frac{1}{8}$	.005-.0025	.003-.011	PI	A
2306-2333	'50	$\frac{7}{8}$	P	(p)	389646	2.50x1 $\frac{1}{8}$	.005-.0025	.004-.011	PI	A
All models	'51	$\frac{7}{8}$	F	(p)	389646	2.50x1 $\frac{1}{8}$	.0005-.0025	.003-.011	PI	A
200, 2501, 250, 2531	'52	$\frac{7}{8}$	P	(P)	—	2.250x1 $\frac{1}{8}$	.0005-.0025	.003-.011	PI	A
300, 2502, 400, 2506	'52	$\frac{7}{8}$	F	(P)	389646Y	2.250x1 $\frac{1}{8}$	.0005-.0025	.003-.011	PI	A
All Models	'53	$\frac{7}{8}$	F	(P)	—	—	—	—	—	—
<b>PLYMOUTH</b>					<b>CONNECTING RODS</b>					
P-15	'47	$\frac{55}{64}$	F	TP	—	2 $\frac{1}{8}$ x1 $\frac{1}{2}$	.0005-.0025	.0055-.0115	PI	A
P-15	'48	$\frac{55}{64}$	F	TP	—	2 $\frac{1}{8}$ x1 $\frac{1}{2}$	.0005-.0025	.0055-.0115	PI	A
P-17, P-18	'49	$\frac{55}{64}$	F	TP	—	2 $\frac{1}{8}$ x1 $\frac{1}{2}$	.005-.0025	.0055-.0115	PI	A
P-19, P-20	'50	$\frac{55}{64}$	F	TP	620116	2 $\frac{1}{8}$ x1 $\frac{1}{2}$	.005-.0025	.0055-.0115	PI	A
P-22, P-23	'51	$\frac{55}{64}$	F	FP	620116	2 $\frac{1}{8}$ x1 $\frac{1}{2}$	.0005-.0025	.006-.011	PI	A
P22-P23	'52	$\frac{55}{64}$	F	0-.0005	620116	2 $\frac{1}{8}$ x1 $\frac{1}{2}$	.0005-.0015	.006-.011	PI	A
P-24	'53	$\frac{55}{64}$	Lr	.0000-.0005	—	2 $\frac{1}{8}$ x1 $\frac{1}{2}$	.0005-.0015	.006-.011	PI	A



## PISTON PINS AND CONNECTING RODS

Make and Model	Year	Piston Pins—Diameter	Piston Pins—Locking Method	Piston Pins—Clearance (Minimum-Maximum)	Connecting Rod Forging Number	Conn. Rod Bearings—Diameter and Length	Conn. Rod Bearings—Clearance (Min.-Max.)	Conn. Rod Bearings—End Play (Min.-Max.)	Direct Babbitt or Precision Inset	Pistons and Rods removed from above or below
<b>PONTIAC</b>					<b>PISTON PINS</b>					
Six	'47	.9375	P	.0004-.0006	—	2½x1½ <sub>32</sub>	.0005-.0015	.005-.010	PI	A
Eight	'47	.9375	P	.0004-.0006	—	2x1½ <sub>16</sub>	.0005-.0015	.005-.010	PI	A
Six	'48	.9375	P	.0004-.0006	—	2½x1½ <sub>32</sub>	.0005-.0015	.005-.010	PI	A
Eight	'48	.9375	P	.0004-.0006	—	2x1½ <sub>16</sub>	.0005-.0015	.005-.010	PI	A
Six 2000, 2200, 2500	'4	1½ <sub>16</sub>	P	puf	—	2½x1½ <sub>32</sub>	.0001-.0021	.007-.012	Sep	A
Eight	'49	1½ <sub>16</sub>	P	puf	—	2x1½ <sub>16</sub>	.0001-.0021	.007-.012	Sep	A
6-2000, 2200, 2500	'50	1½ <sub>16</sub>	P	PF	502126	2½x1½ <sub>32</sub>	.0001-.0021	.007-.012	Sep	A
Eight-2700	'50	1½ <sub>16</sub>	P	PF	499628	2x1½ <sub>16</sub>	.0001-.0021	.007-.012	Sep	A
Six	'51	.937	P	PUF	502126	2.124x1.500	.0001-.0021	.007-.012	Sep	A
Eight	'51	.937	P	PUF	499628	1.999x1.250	.0001-.0021	.007-.012	Sep	A
Six	'52	1½ <sub>16</sub>	P	O	—	L1½ <sub>32</sub>	.0001-.0021	.007-.012	PI	A
Eight	'52	1½ <sub>16</sub>	P	O	—	L1	.0001-.0021	.007-.012	PI	A
20-2200, 2500	'53	.94	Z	CP	517271	2.13x1.28	.0001-.0021	.007-.012	PI	A
2700 Series	'53	.94	Z	.0004-.0006	499628	2.00x1.06	.0001-.0021	.007-.012	PI	A
<b>PREFECT (English)</b>					<b>CONNECTING RODS</b>					
Four Cylinder	'49	.6876-.6879	Lr	.0001-.0003	—	—	.001-.0025	.004-.010	DB	A
Four Cylinder	'50	.6876-.6879	Lr	PF	—	1.500-1.5005	.001-.003	.004-.010	DB	A
Four Cylinder	'51	.6876-.6879	Lr	PF	—	x1.180-1.182	.001-.003	.004-.010	DB	A
Four Cylinder	'52	.6876-.6879	Lr	PF	—	1.500-1.5005	.001	.004-.010	DB	A
						x1.180-1.182				
						1.5-1.18				
<b>RILEY (English)</b>										
100 hp 2½-Litre	'49	—	F	—	—	1.875x1.25	.0015	.002-.004	DB	A
1½ Litre	'46-'50	19m	Lr	PUF	—	2.3622x1.375	.0015	.002-.006	DB	A
2½ Litre	'47-'50	22m	Lr	PUF	—	1.875x1.25	.0015	.002-.004	DB	AB
1½ Litre	'51	19m	Lr	PUF	—	2.3622x1.375	.0015	.002-.006	DB	AB
2½ Litre	'51	22m	Lr	PUF	—	1.875x1.25	.0015	.002-.004	DB	AB
1½ Litre	'52-'53	19m	Lr	PUF	—	2.3622x1.375	.0015	.002-.006	DB	AB
2½ Litre	'52-'53	22m	Lr	PUF	—					
<b>ROVER (English)</b>										
75	'49	.625	Lr	Ro	—	1.875D	.0015-.002	.009-.013	PI	@
75	'50	.6875	Lr	.0003-.0005 I	212366	1.877-1.178	.001-.002	.009-.013	PI	A
Land Rover	'50	.6875	Lr	.0003-.0005 I	212366	1.878x1.178	.001-.002	.009-.013	PI	A
75&Land Rover '51-'52-'53	'53	.6875	Lr	.0003-.0005I	212366	1.877-1.178	.001-.002	.009-.013	PI	A
<b>STUDEBAKER</b>										
Champion—G6	'47	¾	R	.0001-.0003	—	1½x1½	.0005-.002	.005-.009	PI	A
Comm.—14A	'47	¾	R	.0001-.0003	—	2½x1½	.0005-.002	.005-.009	PI	A
Champion—7C	'48	¾	R	.0005-.002	—	1.81175-1.81275	.0005-.002	.005-.009	PI	A
Comm.—15A	'48	¾	R	.0005-.002	—	x1.123-1.126	.0005-.002	.005-.009	PI	A
Champion-8G	'49	.7491-.7495	R	.0001-.0003	—	2.18675-2.18775	.0005-.002	.005-.009	PI	A
						x1.373-1.376	.0005-.002	.005-.009	PI	A
						1.81175-1.81275	.0005-.002	.005-.009	PI	A
						x1.123-1.126				
						x2.18675—2.18775				
Commander-16A	'49	.8741-.8745	R	.0001-.0003	—	x1.373-1.376				
Champion 9G	'50	.7491-.7495	R	.0001-.0003	523128	1.81175-1.81275	.0005-.002	.005-.009	PI	A
						x1.123-1.126				
Commander 17A	'50	.8741-.8745	R	.0001-.0003	523128	2.18675-2.18775	.0005-.002	.005-.009	PI	A
						x1.373-1.376				
Champion 10G	'51	.7491-.7495	Lr	.0001-.0003	517892	1.81175-1.81275	.00005-.0021	.005-.009	PI	A
						x1.123-1.126				



## PISTON PINS AND CONNECTING RODS

Make and Model	Year	Piston Pins—Diameter	Piston Pins—Locking Method	Piston Pins—Clearance (Minimum-Maximum)	Connecting Rod Forging Number	Conn. Rod Bearings—Diameter and Length	Conn. Rod Bearings—Clearance (Min.-Max.)	Conn. Rod Bearings—End Play (Min.-Max.)	Direct Babbitt or Precision Insert	Pistons and Rods removed from above or below	
<b>STUDEBAKER—(Continued) PISTON PINS</b>					<b>CONNECTING RODS</b>						
Commander V-8.....	'51	.8741-.8745	Lr	.0001-.0003	—	1.9995-2.00025 x1.935-1.938 L.900-.910	.00005-.00215	.007-.012	PI	A	
12G Champion.....	'52	.7491-.7495	R	.0001-.0003	—	D1.8128-1.8139 L.838-.848	.00005-.00215	.005-.009	PI	A	
3H Commander.....	'52	.8741-.8745	R	.0001-.0003	—	D1.8128-1.8139	.00005-.00215	.007-.012	PI	A	
14G.....	'53	.7491-.7495	CB	.0001-.0003S	—	D1.8128-1.8139	.00005-.0021	.005-.009	PI	A	
4H.....	'53	.8741-.8745	CB	.0001-.0003S	—	D2.0003-2.0014	.00005-.0021	.007-.012	PI	A	
<b>SUNBEAM TALBOT (English)</b>					—	1.937D	.0005-.002	.002-.004	PI	B	
90.....	'49	.94	F	—	—	1.93725-1.93775	.0013-.0015	.0085-.0125	PI	B	
90.....	'50	.9447-.9449	Lr	ST	—	x1.091-1.101	—	—	PI	A	
90 II.....	'51-'52-'53	—	Lr	—	—	1.93445-1.93725	.00075-.00027	.0085-.0125	PI	A	
<b>TRIUMPH (English)</b>					—	—	—	—	PI	B	
Series TRD(1800)'47-'48		.750	P	—	—	—	—	—	PI	A	
Series TRA.....	'49	$\frac{7}{16}$	P	—	—	.0002	—	—	PI	A	
TRA.....	'51	$\frac{7}{16}$	P	—	—	.0002	—	—	PI	A	
Mayflower.....	'53	.7501-.74985	Lr	.0002	11621	D1.751-1.7515	L.929-.939	.001-.002	.008-.010	PI	B
<b>VANGUARD (English)</b>					—	—	—	—	PI	A	
Sedan & Est. Car.....	'49	$\frac{7}{16}$	P	—	—	—	—	—	PI	A	
Sedan & Est. Car.....	'50	$\frac{7}{16}$	P	—	—	—	—	—	PI	A	
Vanguard.....	'53	$\frac{7}{16}$	Lr	.0002	60084	D2.0886	L.965-.975	.0006-.0025	.0075-.0105	PI	B
<b>Vauxhall Lip (English)</b>					—	1.873x1.033	.005-.0025	.007-.012	PI	A	
Velox.....	'49	.625	R	SF	—	1.873x1.033	.005-.0025	.007-.012	PI	A	
Velox.....	'50	.625	R	SF	—	1.873x1.033	.005-.0025	.007-.012	PI	A	
Sedan & Est. Car.....	'51	.625	R	SF	—	1.873x1.033	.005-.0025	.007-.012	PI	A	
Vauxhall Lip.....	'52-'53	.625	R	SF	—	1.87x1.033	.005-.0025	.007-.012	PI	A	
<b>WILLYS</b>					—	1 $\frac{15}{16}$ x1 $\frac{15}{16}$	.0005-.0025	.005-.009	PI	A	
CJ-2A Univ. Jeep.....	'47	.8117-.8119	R	.0001-.0005	—	1.940x1 $\frac{15}{16}$	.0005-.0025	.004-.010	PI	A	
CJ-2A, 2WD-4WD.....	'48	.8118	R	FP	—	1.876x $\frac{7}{8}$	.0005-.0025	.004-.010	PI	A	
6-63.....	'48	.7498	R	FP	—	1 $\frac{15}{16}$ x1 $\frac{15}{16}$	.0005-.0025	.005-.009	PI	B	
All Four Cyl. models.....	'49	.8118	R	FP	—	1.875x.899	.0004-.0025	.004-.010	PI	B	
6-63.....	'49	.7498	R	FP	—	1.9375-1.3125	.0002-.0025	.004-.010	PI	A	
4-73 Sta. Wgn.....	'50	.8117-.8119	R	PP	641770	—	—	—	PI	A	
4x4-63 Sta. Wgn.....	'50	.8118	R	—	641770	—	—	—	PI	A	
6-73 Sta. Wgn.....	'50	$\frac{3}{4}$	R	PP	641770	1 $\frac{7}{8}$ x1 $\frac{7}{8}$	.0001-.0025	.002-.008	PI	A	
4-73 VJ Jeepster.....	'50	.8117-.8119	R	PP	—	1.9375-1.3125	.0002-.0025	.004-.010	PI	A	
6-73 VJ Jeepster.....	'50	$\frac{3}{4}$	R	PP	—	1 $\frac{7}{8}$ x1 $\frac{7}{8}$	.0001-.0025	.002-.008	PI	A	
4-73, 4-73VJ, 4x4-63.....	'51	R	PP	—	641770, 642419	1.9375-1.3125	.0002-.0025	.004-.010	PI	A	
6-73 & 6-73VJ.....	'51	R	PP	—	641770, 642419	1 $\frac{7}{8}$ x1 $\frac{7}{8}$	.0001-.0025	.002-.008	PI	A	
685, Wing & Ace.....	'52-'53	.7496-.7498	R	PF	—	L.899	.0001-.0025	.004-.010	DB	A	
Model 675, Lark.....	'52-'53	.7496-.7498	R	PF	—	D1 $\frac{7}{8}$ -L1 $\frac{1}{8}$	.0001-.0025	.002-.008	DB	A	
CJ3B Jeep.....	'53	.8118	R	FP	—	—	.0005-.0025	.005-.009	PI	A	
<b>WOLSELEY (English)</b>					—	2.0x1.25	.001-.003	.0035-.0065	PI	A	
Four-Fifty.....	'49	.75	—	—	—	2.0x1.25	.001-.003	.0035-.0065	PI	A	
Six-Eighty.....	'49	.75	—	—	—	2.0x1.25	.001-.003	.0035-.0065	PI	A	
Six-Eighty.....	'50	.75	CB	PUF	—	2.0x1.25	.001-.003	.0035-.0065	PI	A	
Four-Fifty.....	'50	.75	CB	PUF	—	2.0x1.25	.001-.003	.0035-.0065	PI	A	
Four Fifty.....	'51	.75	CB	PUF	—	2.0x1.25	.001-.003	.0035-.0065	PI	A	
Six Eighty.....	'51	.75	CB	PUF	—	2.0x1.25	.001-.003	.0035-.0065	PI	A	
Four-Fifty.....	'52-'53	.75	CB	PUF	—	2.0x1.25	.001-.003	.0035-.0065	PI	A	
Six-Eighty.....	'52-'53	.75	CB	PUF	—	2.0x1.25	.001-.003	.0035-.0065	PI	A	
<b>ZEPHYR (English)</b>					—	—	.001	.004-.008	PI	A	
Six.....	'52	.8120-.8123	R	PF	—	D2.0425-2.0430	L1.125	.001-.0025	.004-.008	PI	A
Six.....	'53	.812-.8123	**	.0003M	—	—	—	—	PI	A	



# PISTON PINS AND CONNECTING RODS

## ABBREVIATIONS

a—Outside diameter 2.218; inside length 1.748.  
 @—Piston removed from above, rod below by removing piston pin.  
 b—outside diameter 2.358; inside 2.139.  
 B—From below.  
 c—.0003-.0004 in piston;  
 .0001-.0005 in rod.  
 C—.0003-.0004 clearance in piston,  
 .0001-.0005 clearance in rod.  
 CB—Clamp bolt.  
 D—Diameter.  
 DB—Direct babbitt.  
 f—At 70°F.  
 ff—Light push fit at 150°F-160°F piston temperature.  
 (f)—Plus .0002.  
 F—Floating.  
 FP—Finger push.  
 H—Fit in piston 0-.003; in rod push fit.  
 I—Ensure fully floating fit.  
 J—Palm push fit at 68°F., thumb push fit in rod.  
 j—Fit in rod palm push fit at 120°F.  
 L—Length.  
 Lr—Lockring.

m—Millimeters.  
 (m)—Plus or minus .0002.  
 M—Maximum.  
 p—Piston .0096.  
 pc—.0003 tight; .0003 loose.  
 pf—Fit in piston .0000-.0003 at 70°F.  
 Fit in rod PUF at 70°F.  
 pp—Palm drive fit in piston at 70°F.  
 (p)—In piston—palm push; in rod—finger push.  
 (pc)—.0001 tight; .0003 loose.  
 P—Locked in piston.  
 PF—Push fit at room temperature. 80-130 pounds per square inch.  
 PI—Precision insert.  
 PP—Palm push at 160°F. in water.  
 PUF—Push fit.  
 (P)—Push fit in boiling oil.  
 r—Rod .0003.  
 R—Locked in rod.  
 Ro—Connecting rod .0003-.0005; piston .0002 clearance to .0003 interference.  
 S—Selective fit.  
 SB—Spun babbitt.  
 Sep—Separate.

SF—Slip fit.  
 ST—In rod .0001-.0002, interference in piston .0002-.0006.  
 TP—Thumb push in piston at 130°F.; in rod at 70°F.  
 tp—Thumb push in piston at 70°F; in rod at 70°F.  
 x—.0005-.0001 loose (assemble with piston at 175°F.-210°F.).  
 y—Push fit at 212°F.  
 yy—.00105-.0001 at 70°F.  
 Ø—Clearance between pin and bushing in rod.  
 \*—In Piston.  
 \*\*—Fixed in rod, floating in piston.  
 \*\*\*—Floating, 2 retaining rings per piston.  
 T—.0000-.0002 in piston, .0003-.0005 in rod.  
 X—Babbitt overlay, steel backed.  
 Y—Except models 2606, 2633, where Forging number is 389648.  
 Z—Modified Floating—piston pin retained by snap rings.  
 CP—Clearance in piston .0000-.0002, clearance in rod .0004-.0006.

## PISTONS AND PISTON RINGS

Make and Model	Year	Cylinder Bore	Piston Clearance—Top (Minimum to Maximum)	Piston Clearance—Bottom (Minimum to Maximum)	Number Oil Rings Used	Oil Ring Width	Oil Ring Groove Depth	Oil Ring Gap (Minimum to Maximum)	Number Compression Rings	Compression Ring Width	Compression Ring Depth	Compression Ring Gap (Minimum to Maximum)
<b>ANGLIA</b> (English)												
Four.....	'49	2.5	A	—	1	.156-.157		.004-.007	2	—	T	.004-.007
Four.....	'50	2.5	—	A	1	.1545		.004-.007	2	—	—	.004-.007
Four.....	'51	2.5	—	A	1	.1545		.004-.007	2	—	—	.004-.007
Four.....	'52	2.50	A	A	1	.1545	.004-.007	.004-.007	2	.076	.004-.007	.004-.007
<b>AUSTIN</b> (English)												
A-40.....	'48	2.578	—	—	1	—		.004-.011	2	—	—	.004-.011
A-40.....	'49	2.578	.011-.015	.0015	1	—		.006-.011	2	—	—	.006-.011
A-40.....	'50	2.578	.011-.015	.0015-.0025	1	.1577-.1585		.006-.011	2	.095-.0955	—	.006-.011
A-40.....	'51	2.578	—	.006-.0012	1	.1552-.1562		.008-.012	2	—	—	.008-.012
A-70.....	'51	3.125	—	.0008-.0014	1	.1865-.1875		.008-.012	2	—	—	.010-.014
A-90.....	'51	3.4375	—	.0012-.0018	1	.1552-.1562		.011-.015	3	—	—	.010-.015
A-125.....	'51	3.4375	—	.0012-.0018	1	.1152-.1162		.011-.015	3	—	—	.011-.015
A-40.....	'52	2.578	.011-.015	.0015	1	.1562	.1178	.011-.015	2	.0938	.1178	.011-.015
A-70.....	'52	3.125	.011-.015	.0015	1	.1875	.1406	.011-.015	2	.125	.1406	.011-.015
A-70.H frd	'53	3.125	.019-.021	.0008-.0014	1	.1865-.1875	$\frac{9}{64}$	—	—	*	.127	—
A-40 Smrst	'53	2.578	.011-.013	.0006-.0012	1	.1552-.1562	$\frac{9}{64}$	—	B	D	.1	—
A-30.....	'53	2.28	.014-.016	.0006-.0012	1	.124-.125	.095	—	3	.069-.070	.085	—
<b>BUICK</b>												
40.....	'47	$\frac{3}{16}$	†	†	2	.167		.010-.020	2	—	.167	.010-.020
50.....	'47	$\frac{3}{16}$	†	†	2	.167		.010-.020	2	—	.167	.010-.020
70.....	'47	$\frac{7}{16}$	†	†	2	.182		.010-.020	2	—	.182	.010-.020

For key to abbreviations see page 48



## PISTONS AND PISTON RINGS

Make and Model	Year	Cylinder Bore	Piston Clearance—Top (Minimum to Maximum)	Piston Clearance—Bottom (Minimum to Maximum)	Number Oil Rings Used	Oil Ring Width	Oil Ring Groove Depth	Oil Ring Gap (Minimum to Maximum)	Number Compression Rings	Compression Ring Width	Compression Ring Depth	Compression Ring Gap (Minimum to Maximum)
<b>BUICK</b> (Continued)												
40.....	'51	3.187	.019-.027	.0018-.0012	2	L.187 U.187		L.0005-.0032 U.010-.020	2		.165	.010-.020
40, 70.....	'51		(Not distributed in Canada)									
40.....	'52	3.187	.023	.0012	2	.187	.165	.010-.020	2	.094	.165	.010-.020
50.....	'52	3.187	.023	.0012	2	.187	.165	.010-.020	2	.094	.165	.010-.020
70.....	'52	3.437	.030	.0014	2	.187	.182	.010-.020	2	.094	.182	.010-.020
40.....	'53	3.187	.023	.0012	2	.187	.165	—	2	.094	.165	—
50, 70.....	'53	4.00	.030	.0008	1	.187	.210	—	2	.078	.210	—
<b>CADILLAC</b>												
V-8.....	'47	3 1/8	.0023-.0025†	.0005	1	—		.007-.023	2		—	.007-.023
V-8.....	'48		(Not distributed in Canada)									
V-8.....	'49		(Not distributed in Canada)									
V-8.....	'50		(Not distributed in Canada)									
V-8.....	'51		(Not distributed in Canada)									
All.....	'52	3.8125	.0305-.0355	0	1	.1875	.187	.007-.023	2	.0781	.187	.007-.023
All models.....	'53	3.8125	.0305-.0355	.0015-.000	1	.1875	.187	—	2	.0781	.187	—
<b>CHEVROLET</b>												
Six.....	'47	3 1/4	P	P	1	.170-.183		.005-.015	2		.1490-.1645	.005-.015
Six.....	'48	3 1/4	P	P	1	.186-.191		.005-.015	2		.167-.172	.005-.015
Six.....	'49	3 1/4	.0155-.0235	P	1	.170-.183		.005-.015	2		.1490-.1645	.005-.015
Six.....	'50	3 1/4	.0155-.0235	P	1	.1860-.1865		.005-.015	2		.1490-.1645	.005-.015
Six.....	'51	3 1/4	.0155-.0235	P	1	.1860-.1865		.005-.015	2		.1235-.1240	.005-.015
Con.....	'52	3 1/4	.015-.023	P	1	3/16	.181	.005-.015	2	1 1/2	.157-.164	.005-.015
Pwerglide.....	'52	3 3/4	.014-.022	P	1	3/16	.181	.005-.015	2	3/4-1 1/8	.168-.150	.005-.015
All models.....	'53	3 3/16	.0115-.0135	.0005-.0011	1	.1860-.1865	.184-.192	—	2	.0930-.0935	.184-.192	—
<b>CHRYSLER</b>												
Six.....	'47	3 1/16	.023	s	2	.178		.007-.015	2		.1765	.007-.015
Eight.....	'47	3 1/4	.0305	S-1	2	.172		.007-.015	2		.169	.007-.015
Six.....	'48	3 1/16	.023	s	2	.178		.007-.015	2		.1765	.007-.015
Eight.....	'48	3 1/4	.0305	S-1	2	.172		.007-.015	2		.169	.007-.015
Six.....	'49	3 1/16	.023	s	2	.178		.007-.015	2		.1765	.007-.015
Eight.....	'49	3 1/4	.0305	S-1	2	.172		.007-.015	2		.169	.007-.015
Six.....	'50	3 1/16	.023	s	2	3/16		.007-.015	2		—	.007-.015
Eight.....	'50	3 1/4	.0305	S-1	2	3/16		.007-.015	2		—	.007-.015
C51.....	'51	1 1/16	.030	S-1	2	3/16		.007	2		—	.007-.015
C51.....	'52	3 1/16	.030	.0002-.0007	2	3/16		.007	2		—	.007-.015
C55.....	'52	3 1/16	.020-.027	—	1	3/16		.007	2	3/4	—	.007-.015
C-60.....	'53	3 1/16	.0305	—	2	3/16	.178	—	2	3/4	.1765	—
C-56 V-8.....	'53	3 1/16	.022	.0010	1	3/16	.198	—	2	3/4	.204	—
<b>CONSUL</b> (English)												
Four.....	'52	3.125	A	A	1	.186	.004-.007	—	2	.0778	.004-.007	—
Four.....	'53	3.126-3.127	—	—	1	.186-.1865	—	—	2	.0775-.0780	—	—
<b>CROSLEY</b>												
CC.....	'47	2.5	.015-.018	.0025-.0035	2	.128-.135		.007-.015	2		.128-.135	.007-.015
CC, CD.....	'48	2.5	.015-.018	.0025-.0035	2	.128-.135		.007-.015	2		.128-.135	.007-.015
CD.....	'49	2.5	.015-.018	.0025-.0035	2	.128-.135		.007-.015	2		.128-.135	.007-.015
Crosley.....	'50	2 1/2	.015-.018	.0025-.0035	2	.117C		.007-.015	2		.1545-.155C	.007-.017
All.....	'51	2 1/2	.015-.018	.0025-.0035	2	.1545-.155		.007-.015	2		—	.007-.017
All.....	'52	2.5	.0025-.0035	.0025-.0035	2	.1545-.155	.147-.158	.007-.015	2	.0625-.062	.128-.135	.007-.017
<b>DE SOTO</b>												
S-11.....	'47	3 1/16	.023	s	2	.178		.007-.015	2		.1765	.007-.015
S-11.....	'48	3 1/16	.023	s	2	.178		.007-.015	2		.1765	.007-.015
S-13.....	'49	3 1/16	.023	s	2	.178		.007-.015	2		.1765	.007-.015

(Continued on page 42)





## ***Why buy TWO when ONE will do?***

At last! . . . it's no longer necessary to switch between "severe" and "normal" piston ring sets . . . because in Perfect Circle's 2-in-1 Chrome Piston Ring Set two expander springs are packed with each Chrome Oil Stopper — a NORMAL PRESSURE spring for use in rebored and slightly worn engines, and a HI-PRESSURE spring for badly worn engines and known oil pumpers!

What's more, Perfect Circle's solid chrome plating on the top compression ring and the steel rails of the oil ring assures more than twice the life of pistons, cylinders and rings.



# **Perfect Circle**

*A Sure Bet in One Set!*



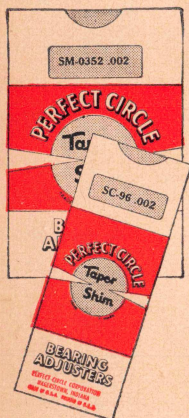
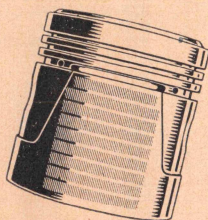
*Use*

# Perfect Circle's POWER SERVICE

You can save your customers up to 50% in engine overhaul costs and do a better, faster job with Perfect Circle's Power Service. See your Perfect Circle distributor for complete details. This service assures customer satisfaction.

## NURLIZING:-

Assures closer piston fit, protection against scuffing or scoring and better lubrication.



## TAPER SHIM BEARING ADJUSTERS:-

Scientifically tapered for accurate vertical and horizontal fit. Custom made for bearing and clearance correction.

## PLASTIGAGE:-

Saves as much as 2/3 the time used by old methods on checking bearing clearances during lower case engine overhauls.

## MANULATHE:-

For accurate, fast and economical re-machining of worn piston ring grooves.



# Perfect Circle

*The Most Honored Name in Piston Rings*



# **PISTONS AND PISTON RINGS**

Make and Model	Year	Cylinder Bore	Piston Clearance—Top (Minimum to Maximum)	Piston Clearance—Bottom (Minimum to Maximum)	Number Oil Rings Used	Oil Ring Width	Oil Ring Groove Depth	Oil Ring Gap (Minimum to Maximum)	Number Compression Rings	Compression Ring Width	Compression Ring Depth	Compression Ring Gap (Minimum to Maximum)
<b>DE SOTO</b> (Continued)												
S14.....	'50	3 $\frac{3}{16}$	.023	S	2	3 $\frac{1}{8}$	—	.007-.015	2	—	—	.007-.015
S15.....	'51	3 $\frac{3}{16}$	.030	S-1	2	3 $\frac{1}{8}$	—	.007-.015	2	—	—	.007-.015
S15.....	'52	3 $\frac{3}{16}$	.030	.0002-.0007	2	3 $\frac{1}{8}$	—	.007-.015	2	—	—	.007-.015
S17.....	'52	3 $\frac{3}{8}$	.020-.025	—	1	.1860	—	.007-.015	2	3 $\frac{1}{8}$	—	.007-.015
S-18.....	'53	3 $\frac{3}{16}$	.0305	—	2	3 $\frac{1}{8}$	.178	—	2	.0775	—	.007-.015
S-16, V-8.....	'53	3 $\frac{3}{8}$	.0225	.001-.0015	1	.186	.192	—	2	.078	.1765	—
<b>DODGE</b>												
D-25.....	'47	3 $\frac{3}{8}$	.023	s	2	.1763	—	.007-.015	2	—	.1763	.007-.015
D-24.....	'47	3 $\frac{3}{8}$	.023	s	2	.1763	—	.007-.015	2	—	.1763	.007-.015
D-25.....	'48	3 $\frac{3}{8}$	.023	s	2	.1763	—	.007-.015	2	—	.1763	.007-.015
D-24.....	'48	3 $\frac{3}{8}$	.023	s	2	.1763	—	.007-.015	2	—	.1763	.007-.015
D-30.....	'49	3 $\frac{3}{8}$	.023	s	2	.1763	—	.007-.015	2	—	.1763	.007-.015
D-31-32.....	'49	3 $\frac{3}{8}$	.023	s	2	.1763	—	.007-.015	2	—	.1763	.007-.015
D34, 35, 36.....	'50	3 $\frac{3}{8}$	.023	S	2	3 $\frac{1}{8}$	—	.007-.015	2	—	—	.007-.015
D39, 40, 42.....	'51	3 $\frac{3}{8}$	.030	S-1	2	3 $\frac{1}{8}$	—	.007-.015	2	—	—	.007-.015
D39, 40, 42.....	'52	3 $\frac{3}{8}$	.030	.0002-.0012	2	3 $\frac{1}{8}$	—	.007-.015	2	3 $\frac{1}{8}$	—	.007-.015
D-43.....	'53	3 $\frac{3}{8}$	.0305	.0002-.0012	2	3 $\frac{1}{8}$	.176	—	2	3 $\frac{1}{8}$	.176	—
D-44, V-8.....	'53	3 $\frac{1}{16}$	.022	.001-.0015	1	.186	.187	—	2	.078	.185	—
<b>FORD</b>												
Del., Super.....	'47	3 $\frac{3}{16}$	.0015	.002	2	.164-.170	—	.005M	2	—	.158-.164	.005M
Del., Super.....	'48	3 $\frac{3}{16}$	.0015	.002	2	.164-.170	—	.005M	2	—	.158-.164	.005M
V-8.....	'49	3, 1875	.0015(F)	.0025(F)	2	.179-.184	—	.005-.015	2	—	—	.005-.012
V-8.....	'50	3 $\frac{3}{16}$	.0015	.002	2	.1860-.1865	—	.007-.017	2	—	.137-.147	.007-.017
V-8.....	'51	3 $\frac{3}{16}$	.032	.002	2	.1860-.1865	—	.007-.017	2	—	.137-.147	.007-.017
Cus., Main.....	'52	3, 18	.21-.26	.0006-.0012	2	.1860-.1865	.147	.007-.017	2	.0930-.0935	.147	.007-.017
Mn. Cus.....	'53	3, 18	.21-.26	.0006-.0012	2	.1860-.1865	.147	—	2	.093-.0935	.147	—
<b>FRAZER</b>												
F-47.....	'47	3 $\frac{3}{16}$	.0255-.0315	.008	2	.1755-.1825	—	.008-.016	2	—	.1745-.1810	.008-.016
47 485-6.....	'48	3 $\frac{3}{16}$	.0255-.0315	f	2	.1755-.1825	—	.008-.016	2	—	.1745-.1810	.008-.016
F-495 496.....	'49	3 $\frac{3}{16}$	.0255-.0315	f	2	.1755-.1825	—	.008-.016	2	—	.1745-.1810	.008-.016
F-495 496.....	'50	3 $\frac{3}{16}$	.0255-.0315	f	2	.1755-.1825	—	.008-.016	2	—	.1745-.1810	.008-.016
F-515 516.....	'51	3.3-3.1	.0205-.0265	f	2	.1545-.1550	—	.008-.016	2	—	.0925-.0935	.008-.016
<b>HILLMAN MINX</b> (English)												
Mark III.....	'49	2.47	—	.002-.0025	1	—	—	.006-.010	2	—	—	.006-.010
Mark IV.....	'50	2.56	—	.0019-.0027	1	.1565-.1575	—	.006-.010	2	—	—	.006-.010
Mark IV.....	'51-'52 2.52	—	—	.0019-.0027	1	.105-.099	—	.006-.010	2	—	.1575-.1565	.006-.010
Mark IV.....	'53	2.52	—	.0019-.0027	1	.105-.099	—	.006-.010	2	—	.1575-.1565	.006-.010
<b>HUDSON</b>												
6-171, 172.....	'47	3	.016-.020	.0008	2	.14625	—	.009-.011	2	—	.14625	.009-.011
8-173, 174.....	'47	3	.016-.020	.0008	2	.14625	—	.009-.011	2	—	.14625	.009-.011
481, 482.....	'48	3 $\frac{3}{16}$	.00125-.0022	.0005-.001	2	.195	—	.007-.012	2	—	.195	.007-.012
483, 484.....	'48	3	.001-.0015	.0005-.001	2	.148	—	.004-.009	2	—	.148	.004-.009
491, 492.....	'49	3 $\frac{3}{16}$	.017	.0005-.001	2	.195	—	.007-.012	2	—	.195	.007-.012
493, 494.....	'49	3	.016	.0005-.001	2	.148	—	.004-.009	2	—	.148	.004-.009
500-1-2.....	'40	3 $\frac{3}{16}$	.017	.0005-.001	2	.195	—	.007-.012	2	—	.195	.007-.012
503, 504.....	'50	3	.016	.0005-.001	2	.148	—	.004-.009	2	—	.148	.004-.009
4A-11-5-6.....	'51	3 $\frac{3}{16}$	.025-.028	.0012-.0017	2	.187U, .156L	—	.006-.014	2	—	.078	.006-.014
7A.....	'51	3 $\frac{1}{16}$	.027-.030	.0012-.0017	2	.187U, .156L	—	.005-.014	2	—	.078	.006-.014
8A.....	'51	3	.016	.0005-.001	2	.187U, .156L	—	.004-.009	2	—	.093	.004-.009
4B, 5B, 6B.....	'52	3 $\frac{3}{16}$	.025-.028	.0012-.0017	2	U $\frac{3}{16}$ , L $\frac{1}{8}$	.198	.004-.009	2	3 $\frac{1}{16}$	.178	.004-.009
7B Hornet.....	'52	3 $\frac{1}{16}$	.027-.030	.0012-.0017	2	U $\frac{3}{16}$ , L $\frac{1}{8}$	.206	.004-.009	2	3 $\frac{1}{16}$	.184	.004-.009
8B Comm.....	'52	3	.021-.023	.0007-.012	2	U $\frac{3}{16}$ , L $\frac{1}{8}$	.154	.004-.009	2	3 $\frac{1}{16}$	.139	.004-.009
Jet, IC, 2C.....	'53	3	.025-.027	.0013-.0018	2	.187U, .156L	.156	—	2	.078	.174	—
Wsp4C-5C.....	'53	3 $\frac{3}{16}$	.025-.028	.0013-.0018	2	.187U, .156L	.201	—	2	.078	.201	—
Hornet 7C.....	'53	3 $\frac{1}{16}$	.025-.028	.0013-.0018	2	.187U, .156L	.209	—	2	.078	.209	—



## PISTONS AND PISTON RINGS

Make and Model	Year	Cylinder Bore	Piston Clearance—Top (Minimum to Maximum)	Piston Clearance—Bottom (Minimum to Maximum)	Number Oil Rings Used	Oil Ring Width	Oil Ring Groove Depth	Oil Ring Gap (Minimum to Maximum)	Number Compression Rings	Compression Ring Width	Compression Ring Depth	Compression Ring Gap (Minimum to Maximum)
<b>HENRY J</b>												
K523	'52	3 $\frac{3}{8}$	.0136-.0170	.003	1	3 $\frac{1}{16}$	.169	—	2	3 $\frac{5}{16}$	.144	—
K524	'52	3 $\frac{3}{8}$	.0136-.0170	.0021	1	.186-.1865	.170	—	2	.0925-.0935	.160-.170	—
4 Cyl.	'53	3 $\frac{3}{8}$	.017-.019	.0025-.0029	1	.1860-.1865	.170	—	2	.0925-.0935	.160	—
6 Cyl.	'53	3 $\frac{3}{8}$	.018-.021	.001-.025	1	.1875-.1885	.170	—	2	.0960	.160	—
<b>HUMBER</b> (English)												
Mk II	'48	3.35	—	—	2	.1865-.1875	—	.010-.016	2	—	—	.010-.014
Mark III	'49	2.95	.0025	.0025	1	.1875-.1865w	—	.010	2	—	.0938-.0933w	.010
Mk. III	'49	2.95	—	.003-.004	1	.1865-.1875	—	.010-.014	2	—	—	.010-.014
Mk. II	'49	3.35	—	—	2	.1865-.1875	—	.010-.016	2	—	—	.010-.016
Mk. II	'49	3.35	—	—	2	.1865-.1875	—	.010-.016	2	—	—	.010-.014
Mk. III	'50	2.95	—	.003-.004	1	.1865-.1875	—	.010-.014	2	—	—	.010-.014
Mk. II	'50	3.35	—	—	2	.1865-.1875	—	.010-.016	2	—	—	.010-.016
Mk. II	'50	3.35	—	—	2	.1865-.1875	—	.010-.016	2	—	—	.010-.014
Mk. IV '51	'52	3.1-3	—	.016-.024	1	.1865-.1875	—	.010-.014	2	—	.122-.130	.010-.014
Mk. III '51	'52	3.3-3	—	.022-.028	2	.1865-.1875	—	.010-.014	2	—	.128-.136	.010-.016
S.S. Mk. IV	'53	3.5	—	—	1	—	—	—	2E	—	—	—
Hk. Mk. V	'53	3.1-3	—	.016-.024	1	.1865-.1875	—	—	2	—	.122-.130	.010-.014
<b>JAGUAR</b> (English)												
1 $\frac{1}{2}$ Sal.	'46-'48	2.7840	.0028-.0034	.0013-.0019	1	—	—	.003-.007	2	—	—	.003-.007
2 $\frac{1}{2}$	'46-'48	2.7840	.0028-.0034	.0013-.0019	1	—	—	.003-.007	2	—	—	.003-.007
3 $\frac{1}{2}$	'46-'48	3.2283	.0031-.0037	.0018-.0024	1	—	—	.003-.007	2	—	—	.003-.007
2 $\frac{1}{2}$ Mk. V	'49	2.7840	.0028-.0034	.0018-.0024	1	—	—	.003-.007	2	—	—	.003-.007
3 $\frac{1}{2}$ Mk. V	'49	3.2282	.0031-.0037	.0018-.0024	1	—	—	.003-.007	2	—	—	.003-.007
3 $\frac{1}{2}$ XK120	'49	3.2677	.0033-.004	.0018-.0025	1	—	—	.006-.010	2	—	—	.006-.010
2 $\frac{1}{2}$ Mk. V	'52	2 $\frac{7}{8}$	.0028-.0034	.0018-.0024	1	—	—	.006-.010	—	—	—	.006-.010
3 $\frac{1}{2}$ Mk. V	'52	3.228	.0031-.0037	.0018-.0024	1	—	—	.006-.010	—	—	—	.006-.010
3 $\frac{1}{2}$ XK120	'52	3.228	.0033-.004	.0018-.0025	1	—	—	.006-.010	—	—	—	.006-.010
Mk. VII	'52	3.2677	.0032	.0017	1	.155	.142	.006-.010	2	.078	.120	.006-.010
2 $\frac{1}{2}$ Mk. V	'53	2 $\frac{7}{8}$	.0028-.0034	.0018-.0024	1	—	—	.006-.010	—	—	—	.006-.010
3 $\frac{1}{2}$ Mk. V	'53	3.228	.0031-.0037	.0018-.0024	1	—	—	.006-.010	—	—	—	.006-.010
3 $\frac{1}{2}$ XK120	'53	3.228	.0033-.004	.0018-.0025	1	—	—	.006-.010	—	—	—	.006-.010
Mk. VII	'53	3.2677	.0032	.0017	1	.155	.142	.006-.010	2	.078	.120	.006-.010
<b>KAISER</b>												
K-100	'47	3 $\frac{5}{16}$	.0255-.0315	.008	2	.1755-.1825	—	.008-.016	2	—	.1745-.1810	.008-.016
K-100-101												
481-482	'48	3 $\frac{5}{16}$	.0255-.0315	f	2	.1755-.1825	—	.008-.016	2	—	.1745-.1810	.008-.016
K-491-2	'49	3 $\frac{5}{16}$	.0255-.0315	f	2	.1755-.1825	—	.008-.016	2	—	.1745-.1810	.008-.016
K-491-2	'50	3 $\frac{5}{16}$	.0255-.0315	f	2	.1755-.1825	—	.008-.016	2	—	.1745-.1810	.008-.016
K-511-2	'51	3.3-3	.0205-.0265	f	2	.1545-.1550	—	.008-.016	2	—	.0925-.0935	.008-.016
K521-2	'52	3 $\frac{5}{16}$	.020-.030	.0015	2	3 $\frac{1}{32}$	.187	.008-.016	2	3 $\frac{5}{32}$	.166	.008-.016
K-53	'53	3.31	.020-.030	f	2	3 $\frac{1}{32}$	.177-.187	—	2	3 $\frac{5}{32}$	.171-.181	—
<b>LINCOLN</b>												
Lin. Cont.	'47	2 $\frac{7}{8}$	.012	.002	1	.151U-.159L	—	.008-.013	2	—	.159	.008-.013
Lin. Cont.	'48	2 $\frac{7}{8}$	.012	.002	1	.164	—	.008-.013	2	—	.153U-.1645L	.012-.017
Lin. Cont.	'49	2 $\frac{7}{8}$	(Not distributed in Canada)	—	1	.164	—	.008-.013	2	—	.153U-.11645L	.012-.017
Lin. Cont.	'50	2 $\frac{7}{8}$	(Not distributed in Canada)	—	—	—	—	—	—	—	—	—
Lincoln	'51	3 $\frac{1}{4}$	.0009-.0013f	.0001-.0013	1	.188	—	.007-.015	2	—	.178	.007-.015
Cos.	'51	3 $\frac{1}{4}$	.0009-.0013f	.0001-.0013	1	.188	—	.007-.015	2	—	.178	.007-.015
Lincoln	'52	3.8	.23-.27	.0007-.0013	1	.1860-.1865	.175	.007-.015	2	.0775-.0780	.191	.007-.015
Lincoln	'53	3.8	.23-.27	.0007-.0013	1	.1860-.1865	.175	—	2	.0775-.0780	.191	—
<b>MERCURY</b>												
114 X.118	'47	3 $\frac{3}{16}$	.0015	.002	2	.164-.170	—	.005M	2	—	.158-.164	.005M
114 X.118	'48	3 $\frac{3}{16}$	.0015	.002	2	.164-.170	—	.005M	2	—	.158-.164	.005M
Mercury	'49	3.1875	.0015	.0015b	2	(b)	—	.010-.017	2	—	.166-.173	.010-.017
Mercury	'50	3 $\frac{3}{16}$	.0015	.002	2	.1860-.1865	—	.010-.017	2	—	—	.010-.017
Mercury	'51	3 $\frac{3}{16}$	.032	.002	2	.1860-.1865	—	.010-.017	2	—	—	.010-.017
Mercury	'52	3.18	.20-.24	.0005-.0021	2	.1860-.1865	.175	.010-.017	2	.0775-.0780	.159	.010-.017
Mercury	'53	3.18	.21-.26	.0005-.0021	2	.1860-.1865	.147	—	2	.0775-.0780	.147	—



# **PISTONS AND PISTON RINGS**

Make and Model	Year	Cylinder Bore	Piston Clearance—Top (Minimum to Maximum)	Piston Clearance—Bottom (Minimum to Maximum)	Number Oil Rings Used	Oil Ring Width	Oil Ring Groove Depth	Oil Ring Gap (Minimum to Maximum)	Number Compression Rings	Compression Ring Width	Compression Ring Depth	Compression Ring Gap (Minimum to Maximum)
<b>METEOR</b>												
Meteor.....	'49	3.1875	.0015	.0025(F)	2	.179-.184		.005-.015	2		.165-.168	.005-.012
Meteor.....	'50	$3\frac{3}{16}$	.0015	.002	2	.186-.1865		.007-.017	2		.177-.147	.007-.017
Meteor.....	'51	$3\frac{3}{16}$	.032	.002	2	.186-.1865		.007-.017	2	.137-.147		.010-.017
Cus.Main.....	'52	3.18	.20-.24	.0005-.0021	2	.186-.1865	.147	.007-.017	2	.0930-.0935	.147	.010-.017
Mainline.....	'52	3.18	.21-.26	.0006-.0012	2	.186-.1865	.147	.007-.017	2	.0930-.0935	.147	.010-.017
Mainline.....	'53	3.18	.21-.26	.0006-.0012	2	.186-.1865	.147	—	2	.0930-.0935	.147	—
Custom.....	'53	3.18	.21-.26	.0005-.0021	2	.186-.1865	.147	—	2	.0775-.0780	.147	—
<b>MG (English)</b>												
T.C.....	'48	2.6181	.0025	.0015	1	—		.004-.006	2		—	.004-.006
Y.....	'49	2.6181	.0022-.0028	.0005	1	—		.006-.010	2		—	.006-.010
TD.....	'50	2.618	.0025	.002	1	.1575c		.006-.010	2		.095-.105	.006-.010
Y.....	'50	2.618	.0025	.002	1	.1575c		.006-.010	2		.095-.105	.006-.010
TD.....	'51	2.618	.002-.003	.0009-.0016	1	.1575		.006-.010	2		.095-.105	.006-.010
Y.....	'51	2.618	.002-.003	.0009-.0016	1	.1575		.006-.010	2		.095-.105	.006-.010
TD, YB.....	'52	2.618	.002-.003	.0009-.0016	1	.1575	.112	.006-.010	2	.0885	.105	.006-.010
TD, YB.....	'53	2.618	.002-.003	.0009-.0016	1	.1575	.112	.006-.010	2	.0885	.105	.006-.010
<b>MONARCH</b>												
V-8.....	'47	$3\frac{5}{16}$	.0015	.002	2	.164-.170		.005M	2		.158-.164	.005M
V-8.....	'48	$3\frac{5}{16}$	.0015	.002	2	.164-.170		.005M	2		.158-.164	.005M
V-8.....	'49	3.1875	.0015	.0015b	2	(b)		.010-.017	2		.166-.173	.010-.017
V-8.....	'50	$3\frac{5}{16}$	.0015	.002	2	.186-.1865		.010-.017	2		—	.010-.017
V-8.....	'51	$3\frac{5}{16}$	.032	.002	2	.186-.1865		.010-.017	2		—	.010-.017
V-8.....	'52	3.18	.20-.24	.0005-.0021	2	.186-.1865	.147	.010-.017	2	.0930-.0935	.159	.010-.017
V-8.....	'53	3.18	.21-.26	.0005-.0021	2	.186-.1865	.147	—	2	.0775-.0780	.147	—
<b>MORRIS (English)</b>												
8E.....	'48	2.244	.0024	.002	1	—		.0025-.0065	2		—	.0025-.0065
10M.....	'48	2.5	.012	.003	2	—		.003-.006	2		—	.003-.006
Minor.....	'48	2.244	.002	.002	1	2.96		.0025-.0065	2		—	.0025-.0065
Oxford.....	'48	2.8937	.002-.003	.0008	1	.156		.0085-.0125	2	.111		.0085-.0125
Minor.....	'49	2.244	.002	.002	1	2.96		.0025-.065	2		—	.0025-.0065
Oxford.....	'49	2.8937	.002-.003	.0008	1	.156		.0085-.0125	2	.111		.0085-.0125
Six.....	'49	2.894	.0002-.0008	—	1	.156		.0085-.0125	2	.111		.0085-.0125
Minor.....	'50	2.244	.002	.002	1	2.96		.0025-.0065	2		—	.0025-.0065
Oxford.....	'50	2.8937	.002-.003	.0008	1	.156		.0085-.0125	2	.111		.0085-.0125
Six.....	'50	2.894	.0002-.0008	—	1	.156		.0085-.0125	2	.111		.0085-.0125
Minor.....	'51	2.244	.002	.002	1	.117		.0025-.0065	2		—	.0025-.0065
Oxford.....	'51	2.8937	.002-.003	.0008	1	.156		.008-.012	2	.111		.0085-.0125
Six.....	'51	2.893	.0002-.0008	—	1	.156		.008-.012	2	.111		.0085-.0125
Oxford '52-'53		2.894	.002	.002	1	$\frac{5}{16}$	.140	.008-.012	2	.078	.120	.0085-.0125
Minor '52-'53		2.244	.002	.002	1	.1175	.112	.008-.012	2	.088	.095	.0085-.0125
Minor II.....	'53	2.28	.0021-.0030	.0006-.0024	1	.124-.125	—	—	3	.069-.070	—	—
<b>NASH</b>												
4740.....	'47	$3\frac{1}{2}$	S	S	1	.174		.010-.020	2		(a)	.010-.020
4760.....	'47	$3\frac{1}{2}$	S	S	2	.175		.010-.015	2		.155	.010-.015
4840.....	'48	$3\frac{1}{2}$	—	.0015	1	$\frac{5}{16}$		.012-.015	2		$\frac{5}{16}$	.012-.015
4860.....	'48	$3\frac{1}{2}$	—	.002	2	$\frac{5}{16}$		.012-.015	2		$\frac{5}{16}$	.012-.015
4940.....	'49	$3\frac{1}{2}$	—	—	2	.174		.010-.015	2		# 1.170 # 2.154	.010-.015
4960.....	'49	$3\frac{1}{2}$	.0188	—	2	.177		.010-.015	2		# 1.180 # 2.157	.010-.015
Can.States.....	'50	$3\frac{1}{2}$	.004	.004	2	$\frac{5}{16}$		.010-.015	2		$\frac{5}{16}$	.010-.015
Sta.(U.S.).....	'50	$3\frac{1}{2}$	.004	.004	2	$\frac{5}{16}$		.010-.015	2		$\frac{5}{16}$	.010-.015
Amb.(U.S.).....	'50	$3\frac{1}{2}$	.004	.004	2	$\frac{5}{16}$		.010-.015	2		$\frac{5}{16}$	.010-.015
Ram.(U.S.).....	'50	$3\frac{1}{2}$	.004	.004	2	$\frac{5}{16}$		.010-.015	2		$\frac{5}{16}$	.010-.015
Can.States.....	'51	$3\frac{1}{2}$	.004	.004	2	$\frac{5}{16}$		.010-.015	2		$\frac{5}{16}$	.010-.015
5210, 5240.....	'52	$3\frac{1}{2}$	.017-.020	.0012-.0023	2	$\frac{5}{16}$	.179	.010-.015	2	$\frac{5}{16}$	.156	.010-.015
5260.....	'52	$3\frac{1}{2}$	.020-.025	.0015-.0026	2	$\frac{5}{16}$	.190	.010-.015	2	$\frac{5}{16}$	.170	.010-.015
Sta.Ram.....	'53	$3\frac{1}{2}$	.0012-.0018	.0012-.0023	4	F	.170-.176	—	2	.093-.0935	.166-.172	—
All Amb.....	'53	$3\frac{1}{2}$	.0015-.0021	.0015-.0026	4	F	.179-.1855	—	2	.093-.0935	.1835-.190	—

For key to abbreviations see page 48



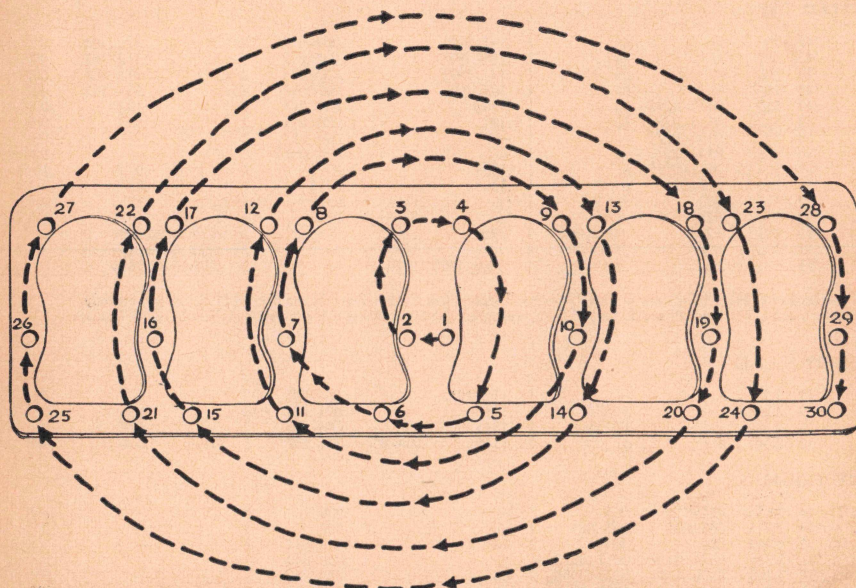
## PISTONS AND PISTON RINGS

Make and Model	Year	Cylinder Bore	Piston Clearance—Top (Minimum to Maximum)	Piston Clearance—Bottom (Minimum to Maximum)	Number Oil Rings Used	Oil Ring Width	Oil Ring Groove Depth	Oil Ring Cap (Minimum to Maximum)	Number Compression Rings	Compression Ring Width	Compression Ring Depth	Compression Ring Cap (Minimum to Maximum)
<b>OLDSMOBILE</b>												
Six.....	'47	3 1/8	.0005-.001	.0005-.001	2	.173-.177		.009-.014	2		.181-.184	.008-.015
Eight.....	'47	3 1/4	.0013-.0018	.0013-.0018	2	.162-.170		.009-.014	2		.158-.164	.009-.014
Six.....	'48	3 1/8	.0005-.001	.0005-.001	2	.173-.177		.009-.014	2		.181-.184	.008-.015
Eight.....	'48	3 1/4	.0013-.0018	.0013-.0018	2	.162-.170		.009-.014	2		.158-.164	.009-.014
Six.....	'49	3 1/8	.023-.028	.00075	2	.175		.007-.015	2		.183	.007-.017
Eight.....	'49	3 3/4	.032-.036	.0005-.0010	1	.193		.008-.016	2		.200	.008-.016
Eight 88.....	'50	3 3/4	.032-.028	.0005-.0010	1	3/16		.008-.016	2		.175	.010-.020
Six 76.....	'50	3 1/8	.023-.028	.0005-.0010	2	3/16		.007-.15	2		—	.008-.018
Eight 88.....	'51	3 3/4	—	.0005-.0010	1	.1860-.1865		.008-.020	2		.077-.078	.008-.020
Eight.....	'52	3 3/4	.032-.026	.0005-.0010	1	3/16	.204	.008-.020	2	5/64	.187	.008-.020
All models	'53	3 3/4	.026-.032	.0005-.0010	1	.1860-.1865	.193	—	2	.077-.078	.200	—
<b>PACKARD</b>												
2100,2130.....	'47	3 1/8	—	.0005-.001	1	—		.007-.015	2	—	—	.007-.017
2101,2111.....	'47	3 1/4	—	.0005-.001	1	—		.007-.015	2	—	—	.007-.017
2103-06-26.....	'47	3 1/8	—	.0005-.001	1	—		.007-.015	2	—	—	.007-.017
2201,2211.....	'48	3 1/2	—	.0005-.001	1	—		.007-.015	2	—	—	.007-.017

For key to abbreviations see page

(Continued on page 46)

## TIGHTENING SEQUENCE ON CYLINDER HEAD STUDS



When tightening cylinder head studs follow the ABOVE diagram when the manufacturer's recommended tightening sequence is not available.



# **PISTONS AND PISTON RINGS**

Make and Model	Year	Cylinder Bore	Piston Clearance—Top (Minimum to Maximum)	Piston Clearance—Bottom (Minimum to Maximum)	Number Oil Rings Used	Oil Ring Width	Oil Ring Groove Depth	Oil Ring Gap (Minimum to Maximum)	Number Compression Rings	Compression Ring Width	Compression Ring Depth	Compression Ring Gap (Minimum to Maximum)
<b>PACKARD (Continued)</b>												
2202, 2232 '48	3 1/2	—	—	.0005-.001	1	—	—	.007-.015	2	—	—	.007-.017
2206, 2233 '48	3 1/2	—	—	.0005-.001	1	—	—	.007-.015	2	—	—	.007-.017
2301 '49	3 1/2	—	—	.0005-.001	1	—	—	.0054-.0213	2	—	—	.0054-.023
2302, 2332 '49	3 1/2	—	—	.0005-.001	1	—	—	.0054-.0213	2	—	—	.0054-.023
2306, 2333 '49	3 1/2	—	—	.0005-.001	1	—	—	.0054-.0213	2	—	—	.0054-.0233
2301 '50	3 1/2	—	—	.0005-.001	1	—	—	.0054-.0213	2	—	—	.0054-.0233
2302, 2332 '50	3 1/2	—	—	.0005-.001	1	—	—	.0054-.0213	2	—	—	.0054-.0233
2306, 2333 '50	3 1/2	—	—	.0005-.001	1	—	—	.0054-.0213	2	—	—	.0054-.0233
All '51	3 1/2	—	—	.0005-.001	1	.1860-.1865	—	.007-.015	2	.0930-.0935	—	.007-.017
All '52	3 1/2	—	—	.0005-.001	1	.1860-.1865	—	.007-.015	2	.0925-.0935	—	.007-.017
All models '53	3 1/2	—	—	.0005-.001	1	.1860-.1865	—	.007-.015	2G	.0925-.0935	—	.007-.017

## **PLYMOUTH**

P-15 '47	3 3/8	.023	s	2	.1763	—	.007-.015	2	—	.1763	—	.007-.015
P-15 '48	3 3/8	.023	s	2	.1763	—	.007-.015	2	—	.1763	—	.007-.015
P-17, P-18 '49	3 3/8	.023	s	2	.1763	—	.007-.015	2	—	.1763	—	.007-.015
P-19, P-20 '50	3 3/8	.023	s	2	3/32	—	.007-.015	2	—	—	—	.007-.015
P-22, P-23 '51	3 3/8	.030	S	2	3/32	—	.007-.015	2	—	—	—	.007-.015
P-22, P-23 '52	3 3/8	.030	—	2	3/32	—	.007-.015	2	3/32	—	—	.007-.015
P-24 '53	3 3/8	.0305	.0002-.0012	2	3/32	.176	—	—	2	3/32	.176	—

## **PONTIAC**

Six '47	3 3/8	@	@	1	.191-.197	—	.009-.014	2	—	.176-.186	—	.007-.012
Eight '47	3 1/4	@	@	1	.185-.191	—	.007-.017	2	—	.152-.162	—	.007-.012
Six '48	3 1/4	@	@	1	.191-.197	—	.009-.014	2	—	.176-.186	—	.007-.012
Eight '48	3 1/4	@	@	1	.185-.191	—	.007-.017	2	—	.152-.162	—	.007-.012
Six '49	3 1/4	@	@	1	.1942	—	.006-.013	2	—	.1922	—	.006-.013
Eight '49	3 1/4	.0175-.0295	—	1	.189	—	.008-.015	2	—	.169	—	.008-.015
Six '50	3 1/4	.0165-.0284	—	1	—	—	.006-.013	2	—	—	—	.006-.013
Six '50	3 1/4	.0155-.0275	—	1	—	—	.008-.015	2	—	—	—	.008-.015
Eight '50	3 3/8	.015-.027	—	1	—	—	.0095	2	—	—	—	.0095
Six '51	3 5/16	.0175-.0295	p	1	.1863	—	.0115	2	—	.0933	—	.0115
Eight '51	3 3/8	.0175-.0295	p	1	.1863	—	.0115	2	—	.0933	—	.0115
Six '52	3 1/4	.023	.0015	1	3/16	.1945	.0115	2	3/32	.1815	—	.0115
Eight '52	3 3/8	.023	.0015	1	3/16	.1923	.0115	2	3/32	.1615	—	.0115
20-2200 '53	3 1/4	.0265	.0005-.001	1	.185	.1885	—	2	.0775-.0780	.1885	—	—
Six '53	3 1/4	.0265	.0005-.001	1	.185	.1885	—	2	.0775-.0780	.1885	—	—
Eight '53	3 3/8	.022	.0015	1	.1860-.1865	.1920	—	2	.0930-.0935	.1615	—	—

N.B. Fleetleaders (1941-2-6-7-7) are 20 and 22 Series; Torpedo 6 & 8 (1941-2-6-7-7) are 25 and 27 Series respectively. Streamliner 6 & 8 (1941-2-6-7-8) are 26 and 28 Series respectively; Streamliner 6 & 8 (1948) not distributed in Canada.

## **PREFECT (English)**

Four '49	2.5	A	—	1	.156-.157	—	.004-.007	2	—	T	—	.004-.007
Four '50	2.50	—	.0015A	1	.1545	—	.004-.007	2	—	.076	—	.004-.007
Four '51	2.50	—	.0015A	1	.1545	—	.004-.007	2	—	.076	—	.004-.007
Four '52	2.50	A	A	1	.1545	.004-.007	.004-.007	2	.076	.004-.007	—	.004-.007

## **RILEY (English)**

100 hp 2 1/2 '49	80.5mm	.0175	.003	2	—	—	.008	2	—	—	—	.008
1 1/2 L '46-'50	2.716	.003-.004	.002-.003	1	5/32	—	.008	3	—	—	—	.008
2 1/2 L '47-'50	3.169	.004	.0035	2	4mm	—	.008-.012	2	—	—	—	.008-.012
1 1/2 L '51	2.716	.0024-.0034	.0012-.0030	1	5/32	—	.006-.010	3	—	—	—	.006-.010
2 1/2 L '51	3.169	.0030-.0043	.0028-.0036	2	4mm	—	.008-.012	2	—	—	—	.008-.012
1 1/2 L '52-'53	2.716	.0024-.0034	.0012-.0030	1	5/32	—	.008-.012	3	2m	—	—	.008-.012
2 1/2 L '52-'53	3.169	.0030-.0043	.0028-.0036	2	.1564-.1574	—	.008-.012	2	.0927-.0937	.121-.127	—	.008-.012



## PISTONS AND PISTON RINGS

Make and Model	Year	Cylinder Bore	Piston Clearance—Top (Minimum to Maximum)	Piston Clearance—Bottom (Minimum to Maximum)	Number Oil Rings Used	Oil Ring Width	Oil Ring Groove Depth	Oil Ring Cap (Minimum to Maximum)	Number Compression Rings	Compression Ring Width	Compression Ring Depth	Compression Ring Cap (Minimum to Maximum)
<b>ROVER</b> (English)												
75.....	'49	2.567	—	.0015Ø	2	.156	—	.008-.012	2	—	.070	.008-.012
75.....	'50	2.567	.0015-.002	.0015-.002	2	—	—	.011-.015	2	—	—	.014-.018
Rover.....	'50	2.736	.0015-.002	.0015-.002	2	—	—	.011-.015	2	—	—	.014-.018
75.'51-'52-'53	2.567	.0015-.002	.0015-.002	.0015-.002	2	—	—	.011-.015	2	.0928	—	.014-.018
Rover.....	'51-'52	2.736	.0015-.002	.0015-.002	2	—	—	.011-.015	2	—	—	.014-.018
Rover.....	'53	2.736	.0015-.002	.0015-.002	2	—	—	.011-.015	2	—	—	.014-.018
<b>STUDEBAKER</b>												
6-G.....	'47	3	.014-.019	S	1	.168	—	.007-.017	2	—	.148	.007-.017
14-A.....	'47	3 $\frac{3}{16}$	.0125-.0175	S	1	.182	—	.009-.014	2	—	.167	.009-.014
7-G.....	'48	3	.014-.019	S	1	.165-.172	—	.007-.017	2	—	.145-.152	.007-.017
15-A.....	'48	3 $\frac{3}{16}$	.0125-.0175	S	1	.1825-.189	—	.009-.014	2	—	.1675-.174	.009-.014
8-G.....	'49	3	.014-.019	(s)	1	.165-.172	—	.007-.017	2	—	.145-.152	.007-.017
16-A.....	'49	3 $\frac{3}{16}$	.0125-.0175	(S)	1	.1875-.189	—	.009-.014	2	—	.1675-.174	.009-.014
9G.....	'50	3	(s)	—	1	$\frac{5}{32}$	—	.007-.017	2	—	—	.007-.017
17A.....	'50	—	(S)	—	1	—	—	.009-.014	2	—	—	.009-.014
10G.....	'51	3	S	—	1	$\frac{5}{16}$	—	.007-.017	2	—	—	.007-.017
H V-8.....	'51	3 $\frac{3}{8}$	S	—	1	.1855-.1865	—	.008-.016	2	—	—	.008-.016
12G.....	'52	3	(s)	(s)	1	.1545-.1550	.165-.172	.008-.016	2	.0930-.0935	—	.008-.016
3H.....	'52	3 $\frac{3}{8}$	(s)	(s)	1	.1855-.1865	.191-.1919	.008-.016	2	.1235-.1240(1)	—	.008-.016
14G.....	'53	3	(s)	(s)	1	.1545-.1550	.165-.172	—	2	.093-.0935(1), .160-.167	—	—
4H.....	'53	3 $\frac{3}{8}$	(s)	(s)	1	.1855-.1865	.1914-.1919	—	2	.077-.078	.181-.1875	—
<b>SUNBEAM TALBOT</b> (English)												
90.....	'49	2.95	—	—	1	—	—	.006-.010	2	—	—	.006-.010
90.....	'50	2.95	—	—	1	.1865-.1875	—	.010-.014	2	—	—	.010-.014
90 II.....	'51-'52	3.1-3.	—	.016-.024	1	.1865-.1875	—	.010-.014	2	—	.122-.130	.010-.014
90 II.....	'53	3.1-3.	—	.016-.024	1	.1855-.1875	—	.010-.014	2	—	.122-.130	.010-.014
<b>TRIUMPH</b> (English)												
TRD.....	'47-'48	2.736	—	—	2	—	—	—	2	—	—	—
TRA.....	'49	3.346	.00375	.0015-.002	2	—	—	—	2	—	—	—
TRA.....	'51	3.3460	.00375	.0015-.002	2	—	—	—	2	—	—	—
Mayflower.....	'53	2.48	.002-.003	.001-.0015	1	.155-.156	.157-.158	—	2	.0777-.0787	.0797-.0807	—
<b>VANGUARD</b> (English)												
Sedan.....	'49	3.3460	.00375	.0015-.002	2	—	—	.003-.007	2	—	—	.003-.007
Sedan.....	'50	3.3460	.00375	.0015-.002	2	—	—	.003-.007	2	—	—	.003-.007
Sedan.....	'51	3.3460	.00375	.0015-.002	2	—	—	.003-.007	2	—	—	.003-.007
Standard.....	'53	3.347	.003-.0038	.0015-.002	2	.156	.157-.158	—	2	.0787	.076-.079	—
<b>Vauxhall LIP</b> (English)												
Velox.....	'49	2.736	.0013-.0023	.0013-.0023	1	.286-.300	—	.008-.021	2	—	.280-.286	.008-.024
Velox.....	'50	2.736	.0013-.0023	.0013-.0023	1	.286-.300	—	.008-.021	2	—	.280-.286	.008-.024
Velox.....	'51	2.736	.0013-.0023	.0013-.0023	1	.286-.300	—	.008-.021	2	—	.280-.286	.008-.024
Velox.....	'52-'53	2.736	.0013-.0023	.0013-.0023	1	$\frac{3}{32}$	.160	.008-.021	2	$\frac{3}{32}$	.125	.008-.024
<b>WILLYS</b>												
CJ-2A.....	'47	3 $\frac{1}{4}$	.0205-.0225	.003	1	—	—	.008-.013	2	—	—	.008-.013
CJ-2A, 2-4.....	'48	3.125	.017-.019	.003	1	.170	—	.008-.013	2	—	.160	.008-.013
6-63.....	'48	3.000	.016-.0185	.0025	1	.170	—	.008-.016	2	—	.160	.010-.016
All Fours.....	'49	3.125	.017-.019	.003e	1	.170	—	.008-.013	2	—	.160	.008-.013
6-63.....	'49	3.000	.016-.0185	.0015f	1	.170	—	.008-.016	2	—	.160	.010-.016
4-73 S.W.....	'50	3 $\frac{1}{4}$	.017-.019	.003	1	.170	—	.008-.013	2	—	.160	.008-.013
4x4-63.....	'50	—	—	—	1	—	—	—	2	—	—	—
6-73 S.W.....	'50	3 $\frac{1}{4}$	.018-.021	.0021	1	.170	—	.008-.013	2	—	.160	.007-.017

For key to abbreviations see page 48

(Continued on page 48)



# PISTONS AND PISTON RINGS

Make and Model	Year	Cylinder Bore	Piston Clearance—Top (Minimum to Maximum)	Piston Clearance—Bottom (Minimum to Maximum)	Number Oil Rings Used	Oil Ring Width	Oil Ring Groove Depth	Oil Ring Gap (Minimum to Maximum)	Number Compression Rings	Compression Ring Width	Compression Ring Depth	Compression Ring Gap (Minimum to Maximum)
<b>WILLYS (Continued)</b>												
4-73VJ.....	'50	3 1/8	.017-.019	.003	1	.170		.008-.013	2		.160	.008-.013
6-73 VJ.....	'50	3 1/8	.018-.021	.0021	1	.170		.008-.013	2		.160	.007-.017
4-73&VJ.....	'51	3 1/8	.017-.019	.003	1	.170		.008-.013	2		.160	.008-.013
4x4.63.....	'51	—	—	—	—	—		—	2		—	—
6-73 VJ.....	'51	3 1/8	.018-.021	.0021	1	.170		.003-.013	2		.160	.007-.017
685, W.A.....	'52	3 1/8	.0021	.0021	1	3/16	.161-.168	.008-.013	2	3/32	.151-.158	.007-.017
675, Lark.....	'52	3 1/8	.0018-.0021	.0021	1	3/16	.170	.008-.013	2	3/32	.060	.007-.017
685, W.A.....	'53	3 1/8	.0021	.0021	1	3/16	.161-.168	.008-.013	2	3/32	.151-.158	.007-.017
675, Lark.....	'53	3 1/8	.0018-.0021	.0021	1	3/16	.170	.008-.013	2	3/32	.060	.007-.017
CJ3B Jeep.....	'53	3 1/8	.003	.003	1	3/16	.161-.168	—	2	3/32	.151-.158	—
<b>WOLSELEY (English)</b>												
Four-Fifty'49	2.894	w	—	—	—	—	—	—	—	—	—	—
Six-Eighty'49	2.894	w	—	—	—	—	—	—	—	—	—	—
6-80 ... 48-'50	2.894	w	—	—	1	.156		.0085-.0125	2		.111	.0085-.0125
4-50 ... 48-'50	2.894	w	—	—	1	.156		.0085-.0125	2		.111	.0085-.0125
Four-Fifty'51	2.894	.0002-.0008	—	—	1	.156		.0085-.0125	2		.111	.0085-.0125
Six-Eighty'51	2.894	.0002-.0008	—	—	1	.156		.0085-.0125	2		.111	.0085-.012
Four-Fifty'52	2.894	.0002-.0008	—	—	1	.156	.140	.0085-.0125	2	.077	.120	.0085-.012
Six-Eighty'52	2.894	.0002-.0008	—	—	1	.156	.140	.0085-.0125	2	.077	.120	.0085-.012
Four-Fifty'53	2.894	.0002-.0008	—	—	1	.156	.140	.0085-.0125	2	.077	.120	.0085-.012
Six-Eighty'53	2.894	.0002-.0008	—	—	1	.156	.140	.0085-.0125	2	.077	.120	.0085-.012
<b>ZEPHYR (English)</b>												
Six.....	'52	3.125	A	A	1	.186	.004-.007	—	2	.0778	.004-.007	—
Six.....	'53	3.126-3.127	—	—	1	.186-.1865	—	—	2	.0785-.0780	—	—

## ABBREVIATIONS

(a)—No. 1—.170; No. 2—.154.

@—Piston fit should be such that a .0015 feeler ribbon can be drawn from between the piston and the cylinder wall with a 10-20 pound pull.

A—Fit to 9-12 pounds pull with .0015 feeler gauge.

b—Use .0015 x 1/2 inch feeler stock at 6-10 pound pull.

(b)—.186-.192 upper; .169-.174 lower.

B—To engine No. 177785—.124-.125.

From engine No. 177786—.093-.094.

c—Plus .000 to —.0005.

C—Oil ring width .120 max; depth .0620-.0625.

D—To engine No. 850661—.0928-.0938.

From Engine No. 850662—.077-.079.

e—Five to 10 pound pull on feeler stock 1 x .003 inch.

F—Top ring chromed, 2nd ring tapered.

f—Five to 10 pound pull on feeler stock 1/2 x .0015 inch measured at thrust side.

F—No. 3 ring width is .1545-.1550 for Statesman, Rambler, .1545-.1555 for Ambassador engines.

No. 4 ring width is .154-.155 for all models.

(F)—Use .0025 x 1/2 inch feeler stock at 6-10 pound pull.

G—Top ring chrome on Models 2602, 2631, 2606, 2626.

I—Intermediate.

L—Lower.

m—Millimeters.

M—Minimum.

n—Top oil ring is cast iron with .010-.015 end gap and lower one is a V-flex with no end gap.

p—Fit with 20-35 pound pull on .5 x .0015 feeler.

P—Pass on .0015 feeler gauge, hold on .003 feeler gauge.

s—Skirt clearance 4-6 pounds pull on a .002 x 1/2 in. feeler at 70°F.

(s)—Eleven to 16 pound pull on feeler 1 x .002 inch.

S—Selective.

S-1—Skirt clearance 5-7 pounds on a .002 x 1/2 inch feeler at 70°F.

(S)—Fourteen to 19 pound pull on feeler 1 x .002 inch.

T—.078-.079 top; .0775-.0785 centre.

U—Upper.

1—Compression Ring Gap .007-.015 on models 2602, 2631, 2606, 2626.

2—Additional groove provided.

w—Fit from .0002 interference to .0008 clearance.

o—With a 1/2 x 12 x .002 inch feeler gauge in line with thrust surface and 90° from pin hole should require 4-11 pounds pull on scale to withdraw feeler gauge.

\*—To engine No. 177785—Two per piston.

From engine No. 177786—Three per piston.

\*\*—To engine No. 850661—Two per piston.

From engine No. 850662—Three per piston.

†—Piston fit using feeler gauges;	Go	No-go
	40-.0015	.002
	50-.0015	.002
	70-.0015	.002

‡—At 70°F.

⌘—Across thrust faces.



# TORQUE CHART

## MANUFACTURERS' RECOMMENDATIONS FOR PROPER TORQUES

Foot pounds of torque for threads clean and dry. If threads are cleaned and oiled, applied torques should be reduced about 10 per cent.

Make and Model Series	YEAR	CYLINDER HEADS		Engine Bearings		Fly Wheel To Crankshaft	MANIFOLDS			SPARK PLUGS	
		Cast Iron	Aluminum	Con. Rod Bear. Bolts	Main Bearing Caps		Intake	Exhaust	Water	Cast Iron Heads	Aluminum Heads
<b>ANGLIA</b> (English) Four Cylinder.....	1952	40	—	35-40	NA	NA	NA	NA	NA	NA	—
<b>AUSTIN</b> (English) Devon & Dorset.....	1950	40	—	40	—	—	—	—	—	—	—
A-40 Somerset.....	1952	40	—	40	65	—	—	—	—	—	30
A-70 Hereford.....	1952	65	—	65	—	—	—	—	—	—	30
A-70 Hereford.....	1953	65-70	—	65	85	35-40	20-25	20-25	20-25	30	—
A-40 Somerset.....	1953	40-45	—	35-40	60-65	35-40	20-25	20-25	20-25	30	—
A-30.....	1953	35-40	—	33-35	60-65	33-35	20-25	20-25	20-25	30	—
<b>BUICK</b> Series 40 Custom.....	1951	65-70	—	40-45	90-100	35-40D	25-30	25-30	25-30	22-28	—
Series 40.....	1953	65-70	—	40-45	90-100	35-40D	25-30	25-30	25-30	22-28	—
<b>CADILLAC</b> All Models.....	1953	NA	—	NA	—	NA NA	—	NA	—	NA	—
<b>CHEVROLET</b> Six.....	1951	70-80c	—	*40-50	*100-110	50-65	25-30	25-30	25-30	20-25	14
All Models.....	1953	90-100	—	35-45	100-110	50-65	15-20	15-20	—	20-25	—
<b>CHRYSLER DESOTO</b> <b>DODGE PLYMOUTH</b> All.....	1947-1948	52-57n <sup>7/16</sup> 85-90n <sup>1/2</sup> 75-70s(plain) 65-71s(cupped)	—	45-50 50-75 <sup>1/2</sup> — —	75-80n 80-85s — —	— — — —	15-20	15-20	25-30	30-32	—
All.....	1950	65-70	—	80-50	80-85	55-60	15-20	15-20	15-20	30-32	—
<b>CHRYSLER</b> C51.....	1952	65-70	—	45-50	80-85	55-60	15-20	15-20	—	30-32	—
C55.....	1952	80-75	—	45-50	80-85	—	25-30	30-35	—	30-32	—
C-60.....	1953	65-70	—	45-50	80-85	55-60	15-20	15-20	15-20	30-32	—
C-56, V-8.....	1953	80-85	—	45-50	80-85	45-50	25-30	30-35	25-30	30-32	—
<b>CONSUL</b> (English) Four Cylinder.....	1952	40	—	35-40	NA	NA	NA	NA	NA	NA	—
Four Cylinder.....	1953	65-70	—	M	55-60	70-75	17-20	17-20	—	24-28	—
<b>CROSLEY</b> Four Cylinder.....	1950	125-165	—	200-280	150-180	225-285	225-285	225-285	225-285	225-250	—
<b>DE SOTO</b> S15.....	1952	65-70	—	45-50	80-85	55-60	15-20	15-20	—	30-32	—
S17.....	1952	80-85	—	45-50	80-85	—	25-30	30-35	—	30-32	—
S-18.....	1953	65-70	—	45-50	80-85	55-60	15-20	15-20	15-20	30-32	—
S-16, V-8.....	1953	80-85	—	45-50	80-85	45-50	25-30	25-30	30-35	30-32	—
<b>DODGE</b> D39, D40, D42.....	1952	65-70	—	45-50	80-85	55-60	15-20	15-20	—	30-32	—
D-43.....	1953	65-70	—	45-50	80-85	55-60	15-20	15-20	15-20	30-32	—
D-44, V-8.....	1953	80-85	—	45-50	80-85	45-50	25-30	30-35	25-30	30-32	—
<b>FORD</b> All.....	All	50-60	35-40	35-40	75-80	65-70	—	—	—	24-28	20-24
Customline, Mainline.....	1952	65-70	—	45-40	95-105	75-85	25-35	25-30	27-32	25-30	—
Mainline, Customline.....	1953	65-70	—	45-50	95-105	75-85	25-35	25-30	27-32	25-30	—
<b>HENRY J</b> K523-K524.....	1952	60-65	—	50-55	65-70	36-40	31-35	31-35	20-25	26-30	—
Four Cylinder.....	1953	60-70	—	35-45	65-70	36-40	31-35	31-35	20-25	26-30	—
Six Cylinder.....	1953	60-70	—	30-38	65-70	36-40	31-35	31-35	20-25	26-30	—

For key to abbreviations see page 51



Make and Model Series	YEAR	CYLINDER HEADS		Engine Bearings		Fly Wheel To Crankshaft	MANIFOLDS			SPARK PLUGS	
		Cast Iron	Aluminum	Con. Rod Bear. Bolts	Main Bearings Caps		Intake	Exhaust	Water	Cast Iron Heads	Aluminum Heads
<b>HILLMAN MINX</b> (English)											
All.....	1948-1953	42	—	14-20	45-60	—	—	—	—	—	—
<b>HUDSON</b>											
491, 492.....	1949	70-75	—	40-45	75-80	40-45	12-15	20-30	—	20-25	—
493, 494.....	1949	45-50	—	40-45	70-80	40-45	12-15	20-30	—	20-25	—
All.....	1950	70-75	—	40-45	75-80	40-45	12-15	20-30	—	25-30	—
6 Cyl.....	1951	60-65	—	40-45	75-80	40-45	12-15	20-30	—	25-30	—
8 Cyl.....	1951	45-50	—	40-45	70-80	40-45	12-15	20-30	—	25-30	—
4B, 5B, 6B, 7B.....	1952	60-65	60-65	40-45	75-80	40-45	12-15	20-30	None	25-30	25-30
8B Commodore Eight.....	1952	45-50	45-50	40-45	70-80	40-45	12-15	20-30	None	25-30	25-30
Jet 1C, 2C.....	1953	75-80	75-80	40-50	75-80	40-45	12-15	20-30	—	25-30	25-30
Wasp, 4C, 5C.....	1953	60-65	60-65	40-45	75-80	40-45	12-15	20-30	—	25-30	25-30
Hornet 7C.....	1953	60-65	60-65	40-45	75-80	40-45	12-15	20-30	—	25-30	25-30
<b>HUMBER</b> (English)											
Hawk.....	1949-1950	54	—	30-40	ss	—	—	—	—	—	—
Hawk.....	1951-1953	54	—	25-29	ss	—	—	—	—	—	—
Super Snipe.....	1949-1952	42	—	30-45	45-65	—	—	—	—	—	—
Super Snipe Mk. IV.....	1953	58	—	60-65	80	—	—	—	—	—	—
<b>JAGUAR</b> (English)											
Mark VII.....	1952-1953	—	650	450	1000	800	—	—	—	—	—
<b>KAISER</b>											
K521, K522.....	1952	30-35H	—	40-45	80-85	35-40	30-35	30-35	12-15	—	—
K-53.....	1953	30-35	—	40-45	75-85	35-40	30-35	30-35	12-15	25-30	—
<b>LINCOLN</b>											
Lincoln.....	1952	65-70	—	45-50	95-105	75-85	45-55	45-55	45-55	25-30	—
Lincoln.....	1953	65-70	—	45-50	95-105	75-85	45-55	45-55	45-55	25-30	—
<b>MERCURY</b>											
All.....	All	50-60	35-40	35-40	75-80	65-70	—	—	—	28-32	24-28
Mercury.....	1952	65-70	—	45-50	95-105	75-85	25-35	25-30	27-32	25-30	—
Mercury.....	1953	65-70	—	45-50	95-105	75-85	25-35	25-30	27-32	25-30	—
<b>METEOR</b>											
Customline, Mainline.....	1952	65-70	—	45-50	95-105	75-85	25-35	25-30	27-32	25-30	—
Mainline, Customline.....	1953	65-70	—	45-50	95-105	75-85	25-35	25-30	27-32	25-30	—
<b>MONARCH</b>											
Monarch.....	1952	65-70	—	45-50	95-105	75-85	25-35	25-30	27-32	25-30	—
Monarch.....	1953	65-70	—	45-50	95-105	75-85	25-35	25-30	27-32	25-30	—
<b>MORRIS</b> (English)											
Minor.....	1950	500	—	250	750	—	—	—	—	—	—
Oxford.....	1950	540	—	250	750	—	—	—	—	—	—
Six.....	1950	500	—	300	750	—	—	—	—	—	—
Minor.....	1952-1953	500	—	250	750	—	—	—	—	—	—
Oxford.....	1952-1953	540	—	250	750	—	—	—	—	—	—
Morris Six.....	1952-1953	500	—	300	750	—	—	—	—	—	—
Minor Series II.....	1953	40	—	33	65	50	—	—	—	—	—
<b>M.G.</b> (English)											
TD and Series "Y".....	1950	600	—	230	750	—	—	—	—	—	—
TD-YB.....	1952-1953	600	—	230	750	—	—	—	—	—	—
<b>NASH</b>											
40 Series.....	1941-1948	61-64d	—	27-30d	66-70	66-70	—	—	—	25-30	—
60 Series.....	1941-1948	65-70d	—	50-55d	65-70	96-100	—	—	—	25-30	—
40 Series.....	1949	60-65d	—	27-30d	65-70	50-55	—	—	—	30	—
60 Series.....	1949	65-70d	—	50-55d	65-70	95-100	—	—	—	30	—
40 Series.....	1950	60-65d	—	27-30d	65-70	52-56	—	—	—	30	—
60 Series.....	1950	60-65d	—	50-55d	65-70	95-100	—	—	—	30	—
10Ser. (Rambler-U.S.).....	1950	60-65d	—	27-30d	65-70	52-56	—	—	—	30	—
All Statismn, Rmblrs.....	1953	57-60d	—	27-30d	65-70d	100-110	—	—	—	30	—
Ambassador, Jetfire.....	1953	65-70d	—	52-56d	65-70d	100-110	—	—	—	30	—
Ambasdr. Dual Jet.....	1953	—	55-60 <sup>2</sup>	52-56d	65-70d	100-110	—	—	—	—	30
<b>OLDSMOBILE</b>											
8 cyl.....	1951	60-70	—	45-50	100	85-95	22-26	18-22	22-26	23-28	—
88.....	1953	60-70	—	35-50	100 <sup>+</sup>	85-95	22-26	18-22	22-26	23-28	—



Make and Model Series	YEAR	CYLINDER HEADS		Engine Bearings		Fly Wheel To Crankshaft	MANIFOLDS			SPARK PLUGS	
				Con. Rod Bear. Bolts	Main Bearing Caps		Intake	Exhaust	Water	Cast Iron Heads	Aluminum Heads
		Cast Iron	Aluminum								
<b>PACKARD</b>											
All .....	1952	62	—	60-65	90-95	55-60	25-30	25-30	—	25-35	—
All Models .....	1953	60-62	—	60-65	90-95	55-60	25-30	25-30	25-30	25-30	—
<b>PLYMOUTH</b>											
P22, P23 .....	1952	65-70	—	45-50	80-85	55-60	15-20	15-20	—	30-32	—
P-24 .....	1953	65-70	—	45-50	80-85	55-60	15-20	15-20	15-20	30-32	—
<b>PONTIAC</b>											
Series 2500, 2700 .....	1951	60	—	45	95	105	—	—	—	25-30	—
All Models .....	1953	60	—	45	95 <sup>1</sup>	105	—	—	—	20-25	—
<b>PREFECT (English)</b>											
Four Cylinder .....	1952	40	—	35-40	NA	NA	NA	NA	NA	NA	—
<b>RILEY (English)</b>											
1½ Litre .....	1950	540	—	420	250 centre 780 rear	—	—	—	—	—	—
2½ Litre .....	1950	900	—	450	900	—	—	—	—	—	—
1½ Litre .....	1952-1953	540	—	420	250C 780R	—	—	—	—	—	—
2½ Litre .....	1952-1953	900	—	450	900	—	—	—	—	—	—
<b>STANDARD</b>											
Vanguard .....	1953	60-65	—	42-46	90-100	42-46	22-24	22-24	—	—	—
<b>STUDEBAKER</b>											
Champ. & Comm. ....	1950	—	—	—	—	33-35	—	—	—	25-30	—
6 Cyl. ....	1951	46-50	—	28-32	88-93	33-35	—	26-30	—	25-30	—
8 Cyl. ....	1951	46-50	—	52-54	88-93	33-35	25-30	26-30	—	25-30	—
12G Champion .....	1952	—	—	28-32	88-93	33-35	—	25-30	13-17	25-30	—
3H Commander .....	1952	—	—	52-54	88-93	33-35	26-30	25-30	13-17	25-30	—
14G Champion .....	1953	—	—	28-32	88-93	33-35	—	25-30	13-17	25-30	—
4H Commander .....	1953	—	—	52-54	88-93	33-35	26-30	25-30	13-17	25-30	—
<b>SUNBEAM TALBOT (English)</b>											
All .....	1949-1953	54	—	25-29	ss	—	—	—	—	—	—
<b>TRIUMPH</b>											
Mayflower .....	1953	—	35-38	35-38	900-100	42-46	18-20	18-20	—	—	—
<b>WILLYS</b>											
685, 675 .....	1952-53	—	—	40-45	65-70	36-40	31-35	31-35	20-25	—	—
CJ3B Jeep .....	1953	60-65	—	35-45	—	35-45	35-45	35-45	35-45	25-30	—
<b>WOLSELEY (English)</b>											
4 Cyl. ....	1950	500	—	300	750	—	—	—	—	—	—
6 Cyl. ....	1950	500	—	300	750	—	—	—	—	—	—
Four-Fifty Six-Eighty .....	1952	500	—	300	750	—	—	—	—	—	—
Four-Fifty Six-Eighty .....	1953	500	—	300	750	—	—	—	—	—	—
<b>ZEPHYR (English)</b>											
Six .....	1952	40	—	5-40	NA	NA	NA	NA	NA	NA	—
Six Cylinder .....	1953	65-70	—	M	55-60	70-75	17-20	17-20	—	24-28	—

ABBREVIATIONS; c—After engine number 454588 (216) and 37142 (235)—90 to 100. C—Centre. d—Dry. D—Dynaflow 50-55. H—Hat. M—Main Nut 20-25, Lock Nut 2.5-3, Small end clamp bolt 15-18. n=Nuts NA—Not-available. R—Rear. s=Screws. ss=Front and centre 45-65; rear 30-40. x—Front and Rear—Intermediate—118=122. z—Front and Rear—Intermediate—120. <sup>1</sup>—On 20-2200, and 2500 series, rear main bearing cap torque is 120. <sup>2</sup>—Cold.  $\phi = \frac{3}{8}$  in. Con. rod nuts.  $\frac{1}{4} = \frac{1}{16}$  in. Con. rod nuts. \*Threads oiled. †—Front and Intermediate—Rear 140. Rockerarm Shaft Bolts—Buick 30-35—Chevrolet 25-30—Nash 15-20. Torque requirements are given in both foot pounds and inch pounds.



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# AUTO-LITE

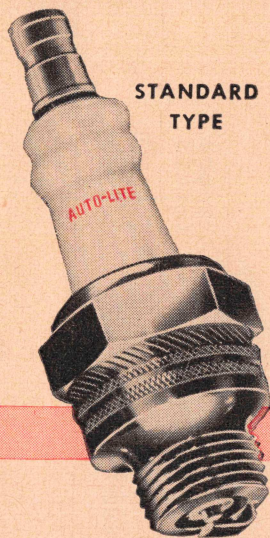
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## SPARK PLUGS



RESISTOR  
TYPE

The new wide-gap Auto-Lite Resistor Spark Plug—original equipment on many leading makes of cars and trucks, gives smoother performance double life and greater gas savings.



STANDARD  
TYPE

The standard Auto-Lite Spark Plug for use in all types of engines. Famous for dependability and economy . . . Original equipment on many of our finest cars, trucks and tractors.



TRANSPORT  
TYPE

The Auto-Lite Transport Spark Plug with aircraft type insulator, heavy electrodes and rugged construction suitable for farm, bus and truck operation. Gives lowest cost per mile of spark plug operation.

ELECTRIC AUTO-LITE LIMITED, 12 Richmond Street East, Toronto, Ontario

**Best Advertised Name in the Automotive After Market**



## IGNITION AND IGNITION TIMING

Make and Model	Year	Ignition Unit—Make	Deg. Adv.—Automatic (R.P.M.)	Max. Vacuum Advance Crankshaft Degrees	Distributor Cam Dwell Angle	Set Breaker Cap (Minimum—Maximum)	Breaker Spring Tension (Oz.) (Min.—Max.)	Timing—Deg. B. or A. TDC	Coil—Amp Draw Engine Stopped	Coil—Amp. Draw Engine Running	Spark Plug—Thread Size (mm)	Spark Plugs—Make and Type (original equipment)	Spark Plug Gap
<b>ANGLIA (English)</b>													
Four Cylinder	'49	O	20/2400	0	50-95	.010-.012	22-27 5B	3.3(a)1.35(A)	14	Cha L-10	.022		
Four Cylinder	'50	L	600-2300	23-27	45	.010-.012	18-20 5B	—	14	Cha L-10	.022		
Four Cylinder	'51	L	600-2300	23-27	45	.010-.012	18-20 5B	—	14	Cha L-10	.022		
Four Cylinder	'52	L	20/2400	NA	—	.0115	18-20 5B	NA NA	14	Cha L-10	.022		
<b>AUSTIN (English)</b>													
A-40	'48	L	20-23/2300	—	—	.010-.012	17-20 —	—	14	Cha N-8-B.018			
A-40 Devon & Dorset	'49	L	20-23/2300	—	—	.010-.012	17-20 —	—	14	Cha N-8-B.018			
A-40 Devon & Dorset	'50	L	20-23/2300	11-13	49±4	.010-.012	20-24 TDC	2.7 1.4	14	Cha N-8-B.018			
A-125 Sheerline	'51	L	12	10	38(L)	.010-.012	20-24 4½B	2.7 1.4	14	Cha N-8-B.018			
A-90 Atlantic	'51	L	17	12	45(L)	.010-.012	20-24 6B	2.7 1.4	14	Cha N-8-B.018			
A-70 Hereford	'51	L	15	8	45(L)	.010-.012	20-24 6½B	2.7 1.4	14	Cha N-8-B.018			
A-40 Devon	'51	L	21	12	45(L)	.010-.012	20-24 TDC	2.7 1.4	14	Cha N-8-B.018			
A-40 Somerset	'52	L	20-23/2300	11-13	49(L)	.010-.012	20-24 TDC	2.7 1.4	14	Cha N-8-B.018			
A-70 Hereford	'52	L	15	8	45(L)	.010-.012	20-24 6½B	2.7 1.4	14	Cha N-8-B.018			
A-70 Hereford	'53	L	15	8	(1)	.014-.016	22-24 10B	3.0 1.5	14	Cha N-8-B.024-.026			
A-40 Somerset	'53	L	21	12	(1)	.014-.016	20-24 8B	3.0 1.5	14	Cha N-8-B.017-.019			
A-30	'53	L	18(2)	12	(1)	.014-.016	20-24 11B	3.0 1.5	14	Cha NA-8.017-.019			
<b>BUICK</b>													
Series 40	'47	DR	22-26/3000	10-12	31	.015-.017	19-23 4B	4.5 2.5	14	AC-48	.025		
Series 50	'47	DR	22-26/3000	10-12	31	.015-.017	19-23 6B	4.5 2.5	14	AC-48	.025		
Series 70	'47	DR	22-26/3000	10-12	31	.015-.017	19-23 6B	4.5 2.5	14	AC-48	.025		
Series 40, 50, 70	'48	(Not distributed in Canada)											
Series 40, 50, 70	'49	(Not distributed in Canada)											
Series 40, 50, 70	'50	(Not distributed in Canada)											
Series 40 Custom	'51	DR	22-26/3000	10-12	—	.0125-.0175	19-23 4B	4.50 2.5	14	AC-46X	.023-.028		
Series 50, 70	'51	(Not distributed in Canada)											
Series 40, 50	'52	DR	12-14/1675	6-8	G	.0125-.0175	19-23 4B	4.5 2.5	14	AC-46X	.023-.028		
Series 70	'52	DR	12-14/1675	6-8	G	.0125-.0175	19-23 6B	4.5 2.5	14	AC-46X	.023-.028		
Series 40	'53	DR	11-13/2000	18-22	26-33	.0125-.0175G	19-23 4B	4.5 2.5	14	AC-46X	.023-.028		
Series 50, 70	'53	DR	14-18/2150	22-25	26-33	.0125-.0175G	19-23 5B	4.5 2.5	14	p	.030-.035		
<b>CADILLAC</b>													
V-8	'47	DR	24/4000	18	31±	.0125-.0175	19-23 5B	4.4 2.2	10	AC-104	.025-.030		
V-8	'48	(Not distributed in Canada)											
V-8	'49	(Not distributed in Canada)											
V-8	'50	(Not distributed in Canada)											
V-8	'51	(Not distributed in Canada)											
All Models	'52	DR	15-17/1850	9.5-11	31±	.010-.015	19-23 5B	4.5-5 2-3	14	AC-48	.035		
All Models	'53	DR	11-13/2000	—	31±	.016-.021	19-23 2.5B	3.0 1.25	14	p	.035		
<b>CHEVROLET</b>													
Six	'47	DR	32.5-39.5	20	39	.018	17-21 5B	4.5 2.5	10	AC-M8	.040		
Six	'48	DR	32.5-39.5	20	34	.018	17-21 5B	4.5 2.5	10	AC-M8	.040		
Six	'49	DR	39.5/3450	20	34	.018-.024	17-21 5B	4.5 2.5	14	AC-46.5	.035		
Six	'50	DR	39.5/3450	20	34	.018-.024	17-21 5B	4.5 2.5	14	AC-46.5	.035		
Six	'51	DR	32.5-39.5/3450	20	34	.018-.024	17-21 5B	4.5 2.5	14	AC-46.5	.035		
Conventional	'52	DR	16-19/1725	9-11	39	.015-.022	17-21 5B	4.5 2.5	14	AC-46.5	.035		
Powerglide	'52	DR	14-16/1850	9-11	39	.015-.022	17-21 5B	4.5 2.5	14	AC-46.5	.035		
Conventional	'53	DR	16-18/1800(2)	18-22	38-45	.0125-.0175	19-23 5B	4.5 2.50	14	AC-44.5	.033-.038		
Powerglide	'53	DR	12-14/1750(2)	18-22	38-45	.0125-.0175	19-23 5B	4.5 2.50	14	AC-44.5	.033-.038		
<b>CHRYSLER</b>													
Six, C-38W, C-38S	'47	AL	11-13/1525	8-10c	34½-38	.020-.024	17-20 2A	5.0 2.30	14	A7-AN7	.030		
Eight, C-39, C-40	'47	AL	11-13/1750	7-9e	27	.018	18-20 2A	5.0 2.30	14	A7-AN7	.030		
Six C38W, C38S	'48	AL	11-13/1525	8-10c	34½-38	.020-.024	17-20 2A	5.0 2.30	14	A7-AN7	.030		
Eight C39, C40	'48	AL	11-13/1750	7-9e	27	.018	18-20 2A	5.0 2.30	14	A7-AN7	.030		
Six - C-45	'49	AL	11-13/1525	8-10c	34½-38	.020	17-20 2A	5.0 2.30	14	A7-AN7	.030		
Eight-C46, C47	'49	AL	11-13/1750	7-9e	27	.018	18-20 2A	5.0 2.30	14	A7-AN7	.030		
Six	'50	AL	11-13/1525	8-10	34½-38	.020	17-20 2A	5.0 2.30	14	AR8	.035(c)		

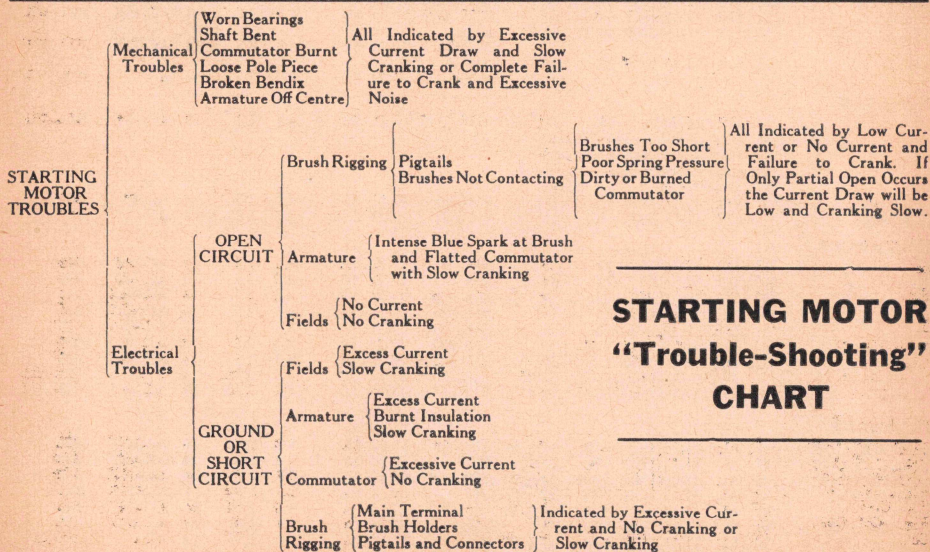
For key to abbreviations see page 65



## IGNITION AND IGNITION TIMING

Make and Model	Year	Ignition Unit—Make	Deg. Adv.—Automatic (R.P.M.)	Max. Vacuum Advance Crankshaft Degrees	Distributor Cam Dwell Angle	Set Breaker Gap (Minimum—Maximum)	Breaker Spring Tension (Ozs.) (Min.—Max.)	Timing—Deg. B. or A. TDC	Coil—Amp Draw Engine Stopped	Coil—Amp. Draw Engine Running	Spark Plug—Thread Size (mm)	Spark Plugs—Make and Type (original equipment)	Spark Plug Gap
<b>CHRYSLER (Continued)</b>													
Eight.....	'50	AL	11-13/1750	7-9	27	.018	18-20	2A	5.0	2.30	14	AL-AR8 .035	
C51-(C).....	'51	AL	18-22/2850	16-20	34 1/2-38	.018-.020	17-20	TDC	5.0	2.25	14	AL-AR8 .035	
C51.....	'52	AL	18-22/2850	16-20	34 1/2-38	.018-.020	17-20	2B	5.0	2.25	14	AL-AR8 .035	
C55.....	'52	AL	—	—	34—	.015-.018	17-20	TDC	—	—	14	AL4S-140 .035	
C-60.....	'53	AL	18-22/2850	16-20c	36-42	.018-.020	17-20	TDC	5.0	2.25	14	AL-AR-8 .035	
C-56 V-8.....	'53	AL	20-24/3550	21-25c	26-28	.015-.018	17-20	4B	5.0	2.25	14	AL-4S-140 .035	
<b>CONSUL (English)</b>													
Four Cylinder.....	'52	L	16/3500	—	—	.012-.014	18-20	5B	—	—	14	Cha-N-8-B .032	
Four Cylinder.....	'53	L	6-8/4000	8.5-10.5	64-69	.014-.016	18-22	11B	—	—	14	Cha-N-8-B .030-.034	
<b>CROSLEY</b>													
CC (Up to 41547).....	'47	AL	22/2000	0	43	.020-.024	17-20	12B*	5.0	2.0	14	AL-AN7E .025	
CC, CD Up to 106039.....	'48	AL	22/2000	0	43	.020-.024	17-20	12B*	5.0	2.0	14	AL-AN7E .025	
CD (After 106039).....	'49	AL	22/2000	0	43	.020-.024	17-20	12B*	5.0	2.0	14	AL-AN7E .025	
Crosley.....	'50	AL	34/3000	0	46	.020	17-20	12B	5.0	2.0	14	AL-AN7E .025	
(All models).....	'51	AL	34/3000	0	46	.020	17-20	12B	5.0	2.0	14	Cha J-8 .025	
All Models.....	'52	AL	34/3000	0	46	.020	17-20	12B	5.0	2.0	14	AL-AN-7 Cha J-8 .025	

For key to abbreviations see page 65



## STARTING MOTOR

### "Trouble-Shooting"

## CHART



## IGNITION AND IGNITION TIMING

Make and Model	Year	Ignition Unit—Make	Deg. Adv.—Automatic (R.P.M.)	Max. Vacuum Advance Crankshaft Degrees	Distributor Cam Dwell Angle	Set Breaker Gap (Minimum—Maximum)	Breaker Spring Tension (Ozs.) (Min.—Max.)	Timing—Deg. B. or A. TDC	Coil—Amp Draw Engine Stopped	Coil—Amp. Draw Engine Running	Spark Plug—Thread Size (mm)	Spark Plugs—Make and Type (original equipment)	Spark Plug Gap
<b>DE SOTO</b>													
S-11.....	'47	AL	10-12/1400	5-7f	34½-38	.020-.024	17-20 TDC	5.0 2.25	14	AL-A7-AN7	.030		
S-11.....	'48	AL	10-12/1400	5-7f	34½-38	.020-.024	17-20 TDC	5.0 2.25	14	AL-A7-AN7	.030		
S-13 Custom.....	'49	AL	10-12/1400	5-7f	34½-38	.020	17-20 TDC	5.0 2.30	14	AL-A7-AN7	.030		
S14.....	'50	AL	10-12/1400	5-7f	34½-38	.020	17-20 TDC	5.0 2.30	14	AL-AR8	.035(c)		
S15.....	'51	AL	18-22/2850	16-20c	34½-38	.018-.020	17-20 TDC	5.0 2.25	14	AL-AR8	.035(c)		
S15.....	'52	AL	18-22/2850	16-20	34½-38	.018-.020	17-20 2B	5.0 2.25	14	AL-AR8	.035(c)		
S17.....	'52	AL	13-15/1900	10½-12½	34s	.015-.018	17-20 4B	—	—	14	AL-4S-140	.035(c)	
S-18.....	'53	AL	18-22/2850	16-20c	36-42	.018-.020	17-20 TDC	5.0 2.25	14	AL-AR-8	.035		
S-16 V-8.....	'53	AL	26-30/3800	21-25e	27½-30	.015-.018	17-20 4B	5.0 2.25	14	AL-4S-140	.035		
<b>DODGE</b>													
D-25.....	'47	AL	10-12/1400	5-7f	34½-38	.020-.024	17-20 TDC	5.0 2.30	14	AL-A7-AN7	.030		
D-24.....	'47	AL	10-12/1400	5-7f	34½-38	.020-.024	17-20 TDC	5.0 2.30	14	AL-A7-AN7	.030		
D-25.....	'48	AL	10-12/1400	5-7f	34½-38	.020-.024	17-20 TDC	5.0 2.30	14	AL-A7-AN7	.030		
D-24.....	'48	AL	10-12/1400	5-7f	34½-38	.020-.024	17-20 TDC	5.0 2.30	14	AL-A7-AN7	.030		
D-30.....	'49	AL	10-12/1400	5-7f	34½-38	.020	17-20 TDC	5.0 2.30	14	AL-AR8	.030		
D-31, D-32.....	'49	AL	10-12/1400	5-7f	34½-38	.020	17-20 TDC	5.0 2.30	14	AL-AR8	.030		
D34-D35-D36.....	'50	AL	10-12/1400	5-7f	34½-38	.020	17-20 TDC	5.0 2.30	14	AL-AR8	.035(c)		
D39, D40.....	'51	AL	18-22/2850	14-18f	34½-38	.020	17-20 TDC	5.0 2.25	14	AL-AR8	.035(c)		
D42.....	'51	AL	18-22/2850	14-18f	34½-38	.020	17-20 2B	5.0 2.25	14	AL-AR8	.035(c)		
D39-D40.....	'52	AL	18-22/2850	14-18	34½-38	.020	17-20 TDC	4.2 2.40	14	AL-AR8	.035(c)		
D42.....	'52	AL	18-22/2850	14-18	34½-38	.020	17-20 2B	5.0 2.25	14	AL-AR8	.035(c)		
D-43.....	'53	AL	18-22/2850	14-18f	34½-38	.020	17-20 TDC	5.0 2.50	14	AL-AR-8	.035		
D-44 V-8.....	'53	AL	28-32/3500	21-25e	26-28	.017	17-20 4B	5.0 2.25	14	AL-4S-140	.035		
<b>FORD</b>													
De L. & Super De L.....	'47	FM	26	0	36	.014-.016	20-24 4B	5.0 2.8	14	Cha-H-10	.025		
De L. & Super De L.....	'48	FM	26	0	36	.014-.016	20-24 4B	5.0 2.8	14	Cha-H-10	.025		
V-8.....	'49	AL	17-19/4000	(M)	60-65P	.014-.016	17-20 2B	—	—	14	Cha-H-10	.028	
Ford.....	'50	FM	27	17-19	60-65P	.014-.016	17-20 2B	5.0 3.0	14	Cha-H-10	.028		
V-8.....	'51	FM	27	17-19	60-65P	.014-.016	17-20 2B	5.0 3.0	14	Cha-H-10	.028		
Customline, Mainline.....	'52	FM	12/500	5/30	45	.014-.016	17-20 2B	5.0 3.0	14	Cha-H-10	.028		
Mainline-Customline.....	'53	O	12/500	5-30	26-28.5	.014-.016	17-20 2B	5.0 3.0	14	Cha-H-10	.029-.032		
<b>FRAZER</b>													
F-47.....	'47	AL	20/3400	15	38	.020-.024	17-20 TDC	5.0n 3.0	14	AL-A7-AN7	.030		
F-47-47C-485-486.....	'48	AL	20/3400	15	38	.020	17-20 TDC-E	5.0n 3.0	14	AL-A7-AN7	.030		
Series F-495, 496.....	'49	AL	650	10	38	.020	17-20 4B	5.0 3.0	14	AL-A7-AN7	.030		
Series F-495, 496.....	'51	AL	650	10	38	.020	17-20 4B	5.0 3.0	14	AL-A7-AN7	.030		
F-515 and F-516.....	'51	AL	650	10	38	.020	17-21 4B	5.1 3.0	14	AL-A7-AN7	.030		
<b>HENRY J</b>													
K523, K523.....	'52	AL	22/3000	22/15	38	.020	17-21 0B	—	—	14	AL-A7-AN7	.028-.032	
K524, K524.....	'52	AL	254/3000	14/15	38	.020	17-21 0B	—	—	14	AL-A7-AN7	.028-.032	
Four Cylinder.....	'53	DR	24/3000	22c	25-34	.022	17-21 5B	5.0 1.30	14	AL-A-7	.030		
Six Cylinder.....	'53	DR	26/3000	14c	31-37	.022	17-21 5B	5.0 1.30	14	AL-A-7	.030		
<b>HILLMAN MINX (English)</b>													
Mark III.....	'49	L	20	—	—	.010-.012	20-22 7B	2.7 1.4	14	Cha L-10	.030		
Mark IV.....	'51	L	20	—	45(L)	.010-.012	20-24 7B	2.7 1.4	14	Cha L-10	.030		
Mark IV.....	'51-'52-'53	L	9-11/1250	0	47	.014-.016	20-24 7B	2.9 1.5	14	Cha L-10	.030		
<b>HUDSON</b>													
Six-171, 172.....	'47	AL	23	15	34	.020	18m ½B	4.5 2.5	14	Cha-J-8	.032		
Eight-173, 174.....	'47	AL	35	15	30½	.017	18m TDC	4.5 2.5	14	Cha-J-8	.032		
Series 481, 482.....	'48	AL	24/4000	17	38	.020	17-20 TDC	4.5 2.5	14	Cha-J-8	.032		

For key to abbreviations see page 65

(Continued on page 58)



the complete, **PRE-TESTED**



NEOPRENE BATTERY CABLES

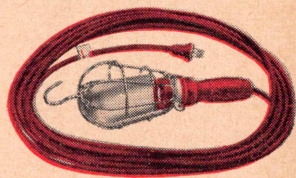


GROUND STRAPS



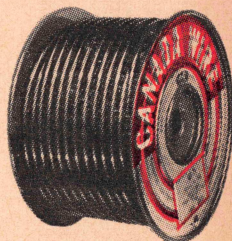
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## IGNITION AND IGNITION TIMING

Make and Model	Year	Ignition Unit—Make	Deg. Adv.—Automatic (R.P.M.)	Max. Vacuum Advance Crankshaft Degrees	Distributor Cam Dwell Angle	Set Breaker Gap (Minimum—Maximum)	Breaker Spring Tension (Ozs.) (Min.—Max.)	Timing—Deg. B. or A. TDC	Coil—Amp Draw Engine Stopped	Coil—Amp. Draw Engine Running	Spark Plug—Thread Size (mm)	Spark Plugs—Make and Type (original equipment)	Spark Plug Gap
HUDSON (Continued)													
Series 483, 484	'48	AL	35/34000	17	27	.017	17-20	TDC	4.5	2.5	14	Cha-J-8	.032
Series 491, 492	'49	AL	24/4000	17	38	.020	17-20	TDC	4.5	2.5	14	Cha-H-8	.032
Series 493, 494	'49	AL	35/34000	17	27	.017	17-20	TDC	4.5	2.5	14	Cha-H-8	.032
Series 500	'50	AL	10/1200	—	38	.020	17-20	TDC	4.5	2.5	14	Cha-H-8	.032
Series 501 and 502	'50	AL	8/2000	—	38	.020	17-20	TDC	4.5	2.5	14	Cha-H-8	.032
Series 503 and 504	'50	AL	16.5/1700	—	27	.017	17	TDC	4.5	2.5	14	Cha-H-8	.032
4A & 11A Pacemaker	'51	AL	10/1200	20/240039	.020	17-20	TDC	4.5	2.5	14	Cha-H-8	.032	
5A, 6A & 7A Hornet	'51	AL	9/2000	18/400039	.020	17-20	TDC	4.5	2.5	14	Cha-H-8	.032	
8A	'51	AL	17.5/1700	35/340027	.017	17-20	TDC	4.5	2.5	14	Cha-H-8	.032	
4B Pacemaker	'52	AL	10/1200	5/12	39	.20	17-20	0/550	4.5/6.25	14	Cha-H-8	.032	
5B, 6B	'52	AL	9/2000	4/16	39	.20	17-20	0/550	4.5/6.25	14	Cha-H-8	.032	
7B Hornet	'52	AL	9/2000	14/16	39	.20	17-20	0/550	4.5/6.25	14	Cha-H-11	.032	
8B Commodore Eight	'52	AL	17½/1700	4/16	27	.17	17-20	0/550	4.5/6.25	14	Cha-H-8	.032	
Jet 1C, 2C	'53	AL	14.5/1500	7½(4)	39	.020	17-20	TDC	4.5	2.50	14	Cha-H-10	.032
Wasp 4C	'53	AL	10/1200	5(3)	39	.020	17-20	TDC	4.5	2.50	14	Cha-H-8	.032
Super Wasp 5C	'53	AL	9/2000	4(3)	39	.020	17-20	TDC	4.5	2.50	14	Cha-H-8	.032
Hornet 7C	'53	AL	9/2000	4(3)	39	.020	17-20	TDC	4.5	2.50	14	Cha-H-11	.032
HUMBER (English)													
Super Snipe Mk. II	'48	L	20	12	—	.010-.012	20-24	6B	—	—	14	Cha-L-10	.030
Mark III	'49	L	—	—	—	.010-.012	—	4B	—	—	14	Cha-L-10	.030
Mawk Mk. III	'49	L	9-11	4-6(L)	45	.010-.012	20-24	4B	2.7	1.4	14	Cha-L-10	.030
Pullman Mk. II	'49	L	20	12	—	.010-.012	20-24	6B	—	—	14	Cha-L-10	.030
Super Snipe Mk. II	'49	L	20	12	—	.010-.012	20-24	6B	—	—	14	Cha-L-10	.030
Hawk Mk. III	'50	L	9-11	4-6	45	.010-.012	20-24	4B	2.7	1.4	14	Cha-L-10	.030
Pullman Mk. II	'50	L	20	12	—	.010-.012	20-24	6B	2.9	1.5	14	Cha-L-10	.030
Super Snipe Mk. II	'50	L	20	12	—	.010-.012	20-24	6B	—	—	14	Cha-L-10	.030
Hawk IV	'51	L	14-16/1800	12	47(L)	.014-.016	20-24	4B	2.7	1.4	14	Cha-N-8	.030
Super Snipe III	'51-'52	L	9-11/2000	24	47(L)	.014-.016	20-24	6B	2.7	1.4	14	Cha-L-10	.030
Hawk V	'53	L	14-16/1800	12	47(L)	.014-.016	20-24	4B	2.7	1.40	14	Cha-N-8	.030
Super Snipe Mk. IV	'53	L	14-16/1900	6-8(3)	35s	.016	20-24	4B	—	1	14	Cha-N-A-8	.028-.032
JAGUAR (English)													
1½ Litre Saloon	'46-'48	L	22/1800	—	47	.010-.012	20-24	B5	2.80	1.5	14	Cha-L-10	.025
2½ Litre S & C	'46-'48	L	13/2200	14-18	38	.010-.012	20-24	10B	2.88	1.5	14	Cha-N-8-B	.022
3½ Litre S & C	'46-'48	L	13/1900	22-26	38	.010-.012	20-24	10B	2.88	1.5	14	Cha-NA-8v	.022
2½ Litre S&CMk V	'49	L	13/2200	14-18	38	.010-.012	20-24	5B	2.88	1.5	14	Cha-N-8-B	.022
2½ Litre S&CMk V	'49	L	13/2200	14-18	38	.010-.012	20-24	5B	2.88	1.5	14	Cha-NA-8v	.022
3½ Litre XK120 S.S.	'49	L	16/1400	22-26	38	.010-.012	20-24	5B	2.88	1.5	14	Cha-N-8-B	.022
2½ Litre Mk V	'52-'53	L	13/2200	14-18	38	.010-.012	21-24	5B	2.88	1.5	14	Cha-N-8-B	.022
2½ Litre Mk V	'52-'53	L	13/2200	14-18	38	.010-.012	20-24	5B	2.88	1.5	14	Cha-NA-8v	.022
3½ Litre XK 120	'52-'53	L	16/1400	22-26	38	.010-.012	20-24	5B	2.88	1.5	14	Cha-NA-8v	.022
Mark VII	'52-'53	L	13-15/1900	11/13	38	.012-.014	20-24	5B	2.88	1.5	14	Cha-NA-8	.022-.025
KAISER													
K-100	'47	AL	20/3400	15	38	.020-.024	17-20	TDC	5.0n	3.0	14AL-A7-AN7	J8.030	
K-100-101-481-482	'48	AL	20/3400	15	38	.020	17-20	TDC-E	5.0n	3.0	14	AL-A7-AN7	.030
Series K-491, 492	'49	AL	650	10	38	.020	17-20	4B	5.0	3.0	14	AL-A7-AN7	.030
K-491, 492	'50	AL	650	10	38	.020	17-20	4B	5.0	3.0	14	AL-A7-AN7	.030
K-511 and K-512	'51	DR	20/3200	8/13-16	31-37	.022	17-21	4B	5.0	—	14	AL-A7-AN7	.030
K521, K522	'52	DR	20/3200	12/15	31-35	.022	17-20	4B	4.8/6.17	—	14	AL-A7-AN7	.030
K53	'53	DR	20/3200	12c	31-37	.022	17-21	4B	5.0	1.30	14	AL-A-7	.030
LINCOLN													
Lincoln & Linc. Cont.	'47	O	23/3300	0	36	.014-.016	20-24	4B	7.0	5.0	14	Cha-H-10	.025
Lincoln & Linc. Cont.	'48	O	23/3300	0	36	.014-.016	20-24	4B	7.0	5.0	14	Cha-H-10	.025
Lincoln & Linc. Cont.	'49	(Not distributed in Canada)											
Lincoln & Linc. Cont.	'50	(Not distributed in Canada)											
Lincoln & Linc. Cos.	'51	O	19-21	26-28½		.014-.016	17-20	4B	5	3	14	Cha-H-10	.030
Lincoln	'52	O	17/580	4/55	45	.014-.016	17-20	3B	5.0	3.0	14	Cha-H-10	.030
Lincoln	'53	O	17/580	4-55	26-28.5	.014-.016	17-20	3B	5.0	3.00	14	Cha-H-10	.029-.032
MERCURY													
114, 114X, 118	'47	FM	26	0	36	.014-.016	20-24	4B	5.0	2.8	14	Cha-H-10	.025

For key to abbreviations see page 65



## IGNITION AND IGNITION TIMING

Make and Model	Year	Ignition Unit—Make	Deg. Adv.—Automatic (R.P.M.)	Max. Vacuum Advance Crankshaft Degrees	Distributor Cam Dwell Angle	Set Breaker Gap (Minimum-Maximum)	Breaker Spring Tension (Ozs.) Min.-Max.	Timing—Deg. B. or A. TDC	Coil—Amp Draw Engine Stopped	Coil—Amp. Draw Engine Running	Spark Plug—Thread Size (mm)	Spark Plugs—Make and Type (original equipment)	Spark Plug Gap
<b>MERCURY (Continued)</b>													
114, 114X & 118	'48	FM	26	0	36	.014-.016	20-24	4B	5.0	2.8	14	Cha-H—10	.025
Mercury	'49	AL	17-19/4000	(M)	60-65	.014-.016	17-20	2B	—	—	14	Cha-H—10	.025
Mercury	'50	FM	21	17-19	60-65	.014-.016	17-20	2B	5.0	3.0	14	Cha-H—10	.025
Mercury	'51	FM	21	17-19	60-65	.014-.016	17-20	2B	5.0	3.0	14	Cha-H—10	.025
Mercury	'52	FM	9.75/500	.5/17	45	.014-.016	17-20	2B	5.0	3.0	14	Cha-H—10	.025
Mercury	'53	O	9.75/500	.5-.17	26-28.5	.014-.016	17-20	2B	5.0	3.0	14	Cha-H-10	.029-.032
<b>METEOR</b>													
Meteor	'49	AL	17-19/4000	(M)	60-65	.014-.016	17-20	2B	—	—	14	Cha-H—10	.025
Meteor	'50	FM	27	17-19	60-65	.014-.016	17-20	2B	5.0	3.0	14	Cha-H—10	.025
Meteor	'51	FM	27	17-19	60-65	.014-.016	17-20	2B	5.0	3.0	14	Cha-H—10	.025
Customline, Mainline	'52	FM	9.75/500	.5/17	45	.014-.016	17-20	2B	5.0	3.0	14	Cha-H—10	.025
					12/500	.5/30							
Mainline	'53	O	12/500	.5-.30	26-28.5	.014-.016	17-20	2B	5.0	3.0	14	Cha-H-10	.029-.032
Customline	'53	O	9.75/500	.5-.17	26-28.5	.014-.016	17-20	2B	5.0	3.0	14	Cha-H-10	.029-.032
<b>MG (English)</b>													
T.C.	'48	L	14-16/2250	N	—	.010-.012	20-24	TDC	2.7	1.4	14	Cha-L10S	.018-.022
Series Y	'49	L	14-16/2250	N	—	.010-.012	20-24	TDC	2.7	1.4	14	Cha-L-10	.018-.022
Series TD	'50	L	14-16/2225	NV	43-47(L)	.010-.012	20-24	TDC	2.5	1.05	14	T	.020-.022
Series Y	'50	L	14-16/1350	NV	43-47(L)	.010-.012	20-24	TDC	2.5	1.05	14	Cha-L-10	.020-.022
Midjet Series 'TD'	'51	L	14-16/2225	NY	43-47(L)	.014-.016	20-24	TDC	2.5	1.05	14	Cha-L10S	.020-.022
1/4 Litre Series 'Y'	'51	L	14-16/1350	NY	43-47(L)	.014-.016	20-24	TDC	2.5	1.05	14	Cha-L-10	.020-.022
Midjet TD	'52-'53	L	14-16/2225	NY	43-47(L)	.010-.012	20-24	TDC	2.5	1.05	14	Cha-L10S	.020-.022
1/4 Litre YB	'52-'53	L	14-16/1350	NY	43-47(L)	.010-.012	20-24	TDC	2.5	1.05	14	Cha-L10S	.020-.022
<b>MONARCH</b>													
Monarch	'47	FM	26	0	36	.014-.016	20-24	4B	5.0	2.8	14	Cha-H—10	.025
Monarch	'48	FM	26	0	36	.014-.016	20-24	4B	5.0	2.8	14	Cha-H—10	.025
Monarch	'49	AL	17-19/4000	(M)	60-65	.014-.016	17-20	2B	—	—	14	Cha-H—10	.025
V-8	'50	FM	21	17-19	60-65	.014-.016	17-20	2B	5.0	3.0	14	Cha-H—10	.025
V-8	'51	FM	21	17-19	60-65	.014-.016	17-20	2B	5.0	3.0	14	Cha-H—10	.025
V-8	'52	FM	9.75/500	.5/17	45	.014-.016	17-20	2B	5.0	3.0	14	Cha-H—10	.025
V-8	'53	O	9.75/500	.5-.17	26-28.5	.014-.016	17-20	2B	5.0	3.0	14	Cha-H-10	.029-.032
<b>MORRIS (English)</b>													
8 Series E	'48	L	9-11/2150	—	—	.010-.012	20-24	TDC	3.5-4	1.60	14	Cha-L-10	.022
10 Series M	'48	L	9-11/2150	—	—	.010-.012	20-24	TDC	2.7	1.40	14	Cha-L-10	.022
Minor	'48	L	9-11/1900	NV	—	.010-.012	20-24	TDC	2.5	1.05	14	Cha-L-10	.022
Oxford	'48	L	9-11/1900	NV	43-47(L)	.010-.012	20-24	TDC	2.5	1.05	14	Cha-L-10	.022
Oxford	'49	L	9-11/1900	NV	43-47(L)	.010-.012	20-24	TDC	2.5	1.05	14	Cha-L-10	.022
Minor	'49	L	9-11/1900	NV	—	.010-.012	20-24	TDC	2.5	1.05	14	Cha-L-10	.022
Six	'49	L	18-20/1900	9-11	22-38	.010-.012	20-24	5B	2.5	1.05	14	Cha-L-10	.022
Minor	'50	L	9-11/1900	NV	—	.010-.012	20-24	TDC	2.5	1.05	14	Cha-L-10	.022
Six	'50	L	18-20/1900	9-11	22-38	.010-.012	20-24	5B	2.5	1.05	14	Cha-L-10	.022
Oxford	'50	L	9-11/1900	NV	43-47(L)	.010-.012	20-24	TDC	2.5	1.05	14	Cha-L-10	.022
Minor	'51	L	9-11/1900	NV	43-47(L)	.014-.016	20-24	TDC	2.5	1.05	14	Cha-L-10	.022
Oxford	'51	L	9-11/1900	NV	43-47(L)	.014-.016	20-24	7B	2.5	1.05	14	Cha-L-10	.022
Six	'51	L	18-20/1900	9-11	22-38†	.014-.016	20-24	5B	2.5	1.05	14	Cha-L-10	.022
Minor	'52-'53	L	9-11/1900	NY	43-47(L)	.014-.016	20-24	TDC	2.5	1.05	14	Cha-L-10	.022
Morris Oxford	'52-'53	L	9-11/1900	NY	43-47(L)	.014-.016	20-24	7B	2.5	1.05	14	Cha-L-10	.022
Morris Six	'52-'53	L	18-20/1900	9-11	22-38†	.014-.016	20-24	5B	2.5	1.05	14	Cha-L-10	.022
Minor Series II	'53	L	—	18-22	—	.010-.012(°)	20-24	2B(°)	—	—	14	Cha-N-A-8	.018-.022
<b>NASH</b>													
Series 4740	'47	AL	21/2800	17	—	.020	17-20	TDC	—	—	14	AL-A7-AN7	.025
Series 4760	'47	AL	24	12	—	.020	17-20	TDC	—	—	14	AC-A7-AN7	.025
Series 4840	'48	AL	Da	Mv	35	.020	17-20	fd	6.0	2.0	14	AL-A7-AN7	.025
Series 4860	'48	AL	Daa	Mv	35	.020	17-20	fd	6.0	2.0	14	AL-A7-AN7	.025
Series 4940	'49	DR	22/2800	15	35	.018-.024	17-21	TDC	—	—	14	AL-A7-AN7	.030†
Series 4960	'49	DR	28/2700	12	35	.018-.024	17-21	TDC	—	—	14	A7-AN7	.030†

For key to abbreviations see page 65

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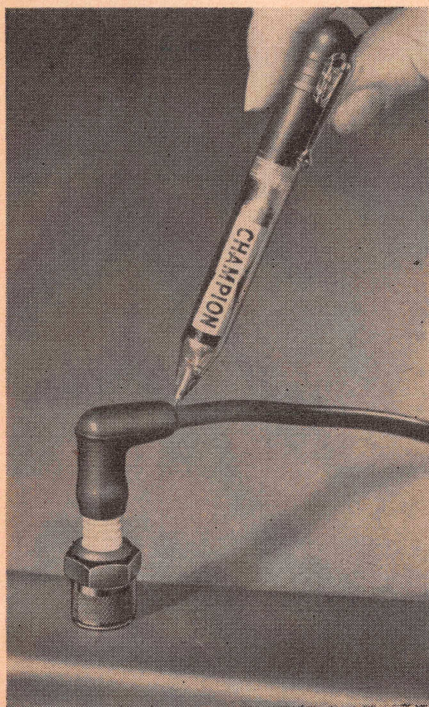


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## IGNITION AND IGNITION TIMING

Make and Model	Year	Ignition Unit—Make	Deg. Adv.—Automatic (R.P.M.)	Max. Vacuum Advance Crankshaft Degrees	Distributor Cam Dwell Angle	Set Breaker Gap (Minimum-Maximum)	Breaker Spring Tension (Oz.) (Min.-Max.)	Timing—Deg. B. or A. TDC	Coil—Amp Draw Engine Stopped	Coil—Amp. Draw Engine Running	Spark Plug—Thread Size (mm)	Spark Plugs—Make and Type (original equipment)	Spark Plug Gap
<b>NASH (Continued)</b>													
Canadian Statesman.....	'50	AL	11/1450	7 1/2	39N	.018-.022	17-20	TDC	—	—	14	AL-A7-AN7 .030	
Statesman (U.S.).....	'50	DR	11/1400	7 1/2	35	.018-.024	17-21	TDC	—	—	14	AL-A7-AN7 .030	
Ambassador (U.S.).....	'50	DR	14/1350	6	35	.018-.024	17-21	TDC	—	—	14	AC-47-AN7 .030	
Rambler (U.S.).....	'50	DR	11/1400	7 1/2	31-37	.018-.024	17-21	TDC	—	—	14	AL-A7-AN7 .030	
Canadian Statesman.....	'51	AL	11/1450	7 1/2	39N	.018-.022	17-20	TDC	—	—	14	AL-A7-AN7 .030	
Series 5210.....	'52	AL	0/300	0/4	39N	.020	17-20	TDC	5.0/6 NA	—	14	AL-A7-AN7 .030	
Series 5240.....	'52	AL	0/300	0/4	39N	.020	17-20	4B	5.0/6 NA	—	14	— .030	
Series 5260.....	'52	AL	2/600	0/5	31/37	.022	17-21	TDC	5.0 2.30	—	14	AL-A7-AN7 .030	
Canadian Statesman.....	'53	AL	11/1450	7 1/2	39	—	17-20	4A	5.0	—	14	AL-A7-AN7 .030	
Statesman (U.S.).....	'53	DR	4/600	9-13 (°)	31-37	.022	17-21	4A	5.0 2.30	—	14	AL-A7-AN7 .030	
Canadian Rambler.....	'53	AL	11/1450	7 1/2	39	—	17-20	TDC	5.0	—	14	AL-A7-AN7 .030	
U.S. Rambler.....	'53	DR	4/600	9-13 (°)	31-37	.022	17-21	TDC	5.0 2.30	—	14	AL-A7-AN7 .030	
All Ambassador.....	'53	DR	4/700	10-14	31-37	.022	17-21	TDC	5.0 2.30	—	14	AL-A7-AN7 .030	
<b>OLDSMOBILE</b>													
Six.....	'47	DR	20-24/3200	16†	35	.018-.024	17-21	TDC	4.5 2.0	—	14	AC-44-45 .040	
Eight.....	'47	DR	20-24/3200	12†	31	.0125-.0175	19-23	2B	4.5 2.0	—	14	AC-44-45 .030	
Six.....	'48	DR	20-24/3200	16†	35	.018-.024	17-21	TDC	4.5 2.0	—	14	AC-44-45 .040	
Eight.....	'48	DR	20-24/3200	12†	31	.0125-.0175	19-23	2B	4.5 2.0	—	14	AC-44-45 .030	
Six.....	'49	DR	22/4000†	16†	35	.020	17-21	TDC	4.5 2.0	—	14	AC-45 .040	
Eight.....	'49	DR	30/4500†	20	22	.012-.0175	19-23	2 1/2 B	4.5 2.0	—	14	AC-44 .030	
Eight ("88").....	'50	DR	30/3700†	20	22	.0125-.0175	19-23	—	4.5 2.0	—	14	AC-45 .030	
Six ("76").....	'50	DR	22/3200†	16†	35	.021	17-21	—	4.5 2.0	—	14	AC-45 .040	
Eight ("88").....	'51	DR	32/3700†	20†	26-33	.016	19-23	2 1/2 B	4.5 2.0	—	14	AC-46-5 .030	
Eight.....	'52	DR	30/3000	4 1/2-6 1/2	26-33	.016	19-23	2 1/2 B	4.5 2.0	—	14	AC-46-5 .030	
All Models.....	'53	DR	28-32/3700	18-22	26-33	.016	19-23	2.5B	4.5 (°) 2.0 (°)	—	14	AC-46-5 .030	
<b>PACKARD</b>													
2100-2130.....	'47	b	(b)	7.5	38	.018-.022	19-23	4B	5.0 2.75	—	10	†† .025	
2102, 2111.....	'47	AL	10.75	6.0	27	.0125-.0175	19-23	5B	5.0 2.4	—	10	††a .025	
2103, 2106, 2126.....	'47	AL	11.5	5.5	27	.0125-.0175	19-23	4B	5.0 2.4	—	10	††a .025	
2201, 2211.....	'48	b	—	—	—	.0125-.0175	19-23	6B	5.0 2.4	—	10	††a .025	
2202, 2232.....	'48	b	—	—	—	.0125-.0175	19-23	6B	5.0 2.4	—	10	††a .025	
2206, 2233.....	'48	AL	—	—	—	.0125-.0175	19-23	6B	5.0 2.4	—	10	††a .025	
2301.....	'49	b	—	—	—	.0125-.0175	19-23	6B	4.5 2.75E	—	10	††a .025	
2302, 2332.....	'49	b	—	—	—	.0125-.0175	19-23	6B	4.5 2.75E	—	10	††a .025	
2306, 2333.....	'49	AL	—	—	—	.0125-.0175	19-23	6B	4.5 2.75E	—	10	††a .025	
2301.....	'50	b	—	—	—	.0125-.0175	17-23	6B	4.5 2.75E	—	10	††a .025	
2302, 2332.....	'50	b	—	—	—	.0125-.0175	17-23	6B	4.5 2.75E	—	10	††a .025	
2306, 2333.....	'50	AL	—	—	—	.0125-.0175	19-23	6B	4.5 2.75E	—	10	††a .025	
All Models.....	'51	ALDR8/600	10 1/2	(p)	27-AL	.0125-.0175	—	6B	4.5 2.75	—	14	p .025	
200, 2501, 250, 2531.....	'52	AL	8-600	10 1/2	27-AL	17 AL	17-20	6B	4.5 1.5	—	14	A5-46-5 .025	
300, 2502.....	'52	AL-DR	8-600	10 1/2	27-AL	17 AL	17-20	6B	4.5 1.5	—	14	A5-46-5 .025	
400, 2506.....	'52	AL	8-600	10 1/2	27	17	17-20	6B	4.5 1.5	—	14	A5-46-5, J-8 .025	
2601, 2602, 2611, 2631.....	'53	AL	16/3000	10	31	.016	17-21	6B	—	1.50E	14	(°) .023-.028	
2606, 2626.....	'53	DR	15/2800	13	27	.017	17-20	6B	—	1.5E	14	(°) .023-.028	
2613, 2633.....	'53	AL	16/3000	10	31	.016	17-21	6B	—	1.50E	14	(°) .023-.028	
<b>PLYMOUTH</b>													
P-15.....	'47	AL	11-13/1750	9-11†	34 1/2-38	.020-.024	17-20	TDC	5.0 2.25	—	14	AL-A7-AN7 .030	
P15.....	'48	AL	11-13/1750	9-11†	34 1/2-38	.020-.024	17-20	TDC	5.0 2.25	—	14	AL-A7-AN7 .030	
P-17, P-18.....	'49	AL	10-12/1400	5-7†	34 1/2-38	.020	17-20	TDC	5.0 2.30	—	14	AL-A7-AN7 .030	
P-19, P-20.....	'50	AL	10-12/1400	5-7†	34 1/2-30	.020	17-20	TDC	5.0 2.30	—	14	AL-AR8 .035E	
P-22, P-23.....	'51	AL	18-22/2850	14-18P	34 1/2-38	.020	17-20	TDC	5.0 2.25	—	14	AL-AR8 .035E	
P22-P23.....	'52	AL	18-22/2850	14-18	34 1/2-38	.020	17-20	TDC	4.2 2.4	—	14	AL-AR8 .035E(C)	
P-24.....	'53	AL	18-22/2850	14-18†	34 1/2-38	.020	17-20	TDC	5.0 2.50	—	14	AL-AR8 .035	

(Continued on page 63)

For key to abbreviations see page 65





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52-1R



## IGNITION AND IGNITION TIMING

Make and Model	Year	Ignition Unit—Make	Deg. Adv.—Automatic (R.P.M.)	Max. Vacuum Advance Crankshaft Degrees	Distributor Cam Dwell Angle	Set Breaker Gap (Minimum-Maximum)	Breaker Spring Tension (Ozs.) (Min.-Max.)	Timing—Deg. B. or A. TDC	Coil—Amp Draw Engine Stopped	Coil—Amp. Draw Engine Running	Spark Plug—Thread Size (mm)	Spark Plugs—Make and Type (original equipment)	Spark Plug Gap
<b>PONTIAC</b>													
Six	'47	DR	28.5/4000	17	37	.020	17-21	4B	4.5	1.8	14	AC-45	.025
Eight	'47	DR	26/4200	18-22	31	.015	19-23	4B	4.5	1.8	14	AC-45	.025
Six	'48	DR	28.5	17	37	.020	17-21	4B	4.5	1.8	14	AC-45	.025
Eight	'48	DR	28	18-22	31	.015	19-23	4B	4.5	1.8	14	AC-45	.025
Six 2000, 2200, 2500	'49	DR	25/40 mph.	25	37	.020	17-21	2-6B	—	—	14	AC-45	.023-.028
Eight	'49	DR	25/40 mph.	25	31	.015	19-23	2-6B	—	1.8	14	AC-45	.023-.028
Six 2000, 2200, 2500	'50	DR	25/4000	15	31-37	.022	17-21	—	—	2.5	14	AC-45	.023-.028
Eight-27	'50	DR	25/4200	20	21-30	.016	19-23	—	—	2.5	14	AC-45	.023-.028
Six	'51	DR	28/4100	17	31-37	.022	17-21	6B	4.2	2.4	14	AC-45	.023-.028
Eight	'51	DR	27/4200	22	21-30	.016	19-23	6B	4.2	2.4	14	AC-45	.023-.028
Six	'52	DR	26/4100	17	37	.022	17-20	6B	4.2	2.4	14	AC-44-5	.023-.028
Eight	'52	DR	22/3760	22	30	.016	19-23	6B	4.2	2.4	14	AC-44-5	.023-.028
20 2200, 2500 Series	'53	DR	10-12/1950(*)20-24	31-37	.022	17-21	0	4.2	2.40	14	AC-44-5	.023-.028	
2700 Series	'53	DR	10-12/1950(*)20	21-30	.016	19-23	6B	4.2	2.40	14	AC-44-5	.023-.028	

N.B. Fleetleaders 6(1) 41-2-6-7-8 are 20 and 22 Series; Torpedo 6 & 8 (1941-2-6-7-8) are 25 and 27 Series respectively. Streamliner 6 & 8 (1948) not distributed in Canada.

**PREFECT** (English)

Four Cylinder	'49	O	20/2400	0	50-95	.010-.012	22-27	5B	3.3(a)	1.35	14	Cha L-10	.022
Four Cylinder	'50	L	600-2300	23-27	45	.010-.012	18-20	5	—	—	14	Cha L-10	.022
Four Cylinder	'51	L	600-2300	23-27	45	.010-.012	18-20	5B	—	—	14	Cha L-10	.022
Four Cylinder	'52	L	20/2400	NA	—	.0115	18-23	5B	NA	NA	14	Cha L-10	.022

**RILEY** (English)

100 hp 2½-Litre	'49	L	—	—	—	.012-.015	—	8B	—	—	14	Cha NA8	.025
1½ Litre	'46-'50	L	20-23/2000	NV	43-47(L)	.012-.015	20-24	8B	2.5	1.05	14	Cha L10S	.030
2½ Litre	'47-'50	L	18-22/2200	NV	43-47(L)	.012-.015	20-24	8B	2.5	1.05	14	Cha NA8	.025
1½ Litre	'51	L	20-23/2000	NY	43-47(L)	.012-.015	20-24	8B	2.5	1.05	14	Cha L-10S	.030
2½ Litre	'51	L	18-20/2200	NY	43-47(L)	.012-.015	20-24	4B	2.5	1.05	14	Cha NA-8	.025
1½ Litre	'52-'53	L	20-23/2000	NY	43-47(L)	.014-.016	20-24	8B	2.5	1.05	14	Cha L-10S	.030
2½ Litre	'52-'53	L	18-20/2200	NY	43-47(L)	.014-.016	20-24	4B	2.5	1.05	14	Cha NA-8	.025

**ROVER** (English)

75	'49	L	24	24	—	.012	20-24	11B	2.7	1.4	14	L-HLNR	.023-.026
75	'51-'52-'53	L	24	24	—	.014-.016	20-24	11B	2.9	1.5	14	L-HLNR	.023-.026
Land Rover	'51-'52-'53	L	—	24	—	—	—	—	—	—	—	—	.023-.027

**STUDEBAKER**

Champion-6G	'47	AL	14/2800	18	35	.020	17-20	2B	4.5	1.0	14	Cha-J-7	.025
Commander-14A	'47	AL	22/1400	12	35	.020	17-20	2B	4.5	1.0	14	Cha-J-7	.025
Champion 7G	'48	AL	14/2800	18	38	.020	17-20	2B	4.5	5-1.5	14	Cha-J-7	.025
Commander 15A	'48	AL	22/1400	12	38	.020	17-20	2B	4.5	5-1.5	14	Cha-J-7	.025
Champion - 8G	'49	AL	14	18	38-40	.020	17-20	2B	4.5	5-1.5	14	Cha-J-7	.025
Commander - 16A	'49	AL	22	12	38-40	.020	17-20	%B	4.5	5-1.5	14	Cha-J-7	.025
Champion 9G	'50	AL	14	18	38-40	.020	17-20	2B	4.5	1/2-1 1/2	14	Cha-J-7	.025
Commander 17A	'50	AL	22	12	31-37	.022	17-21	2B	4.5	1/2-1 1/2	14	Cha-J-7	.025
Champion 10-G	'51	AL	14	18	38-40	.020	17-20	2B	4.5	1/2-1 1/2	14	Cha J-7	.025
Commander V-8	'51	DR	28	16	22-29	.013-.018	17-21	8B	4.5	1/2-1 1/2	14	Cha H-10	.035
12G Champion	'52	AL	18-12	18	38-40	.020	17-20	2B	4.5	1 1/2-2 1/2	14	Cha-J-7	.025
3H Commander	'52	DR	16/11 1/2	16	22-29	.013-.018	17-21	8B	4.5	1 1/2-2 1/2	14	Cha H-10	.035
14G	'53	AL	18(*)	18	38-40	.020	17-20	2B	5.6	1.5-2.5	14	Cha J-7	.023-.028
4H	'53	DR	16(*)	16	28-34	.013-.018	17-21	4B	4.5	1.5-2.5	14	Cha H-10	.033-.038

**SUNBEAM TALBOT** (English)

0	'49	L	—	—	—	.012	—	1B	—	—	14	Cha-NA-8	.030
0	'50	L	14-16	12	—	.010-.012	20-24	1B	—	—	14	Cha-NA-8	.030
0 II	'51-'52-'53	L	19-21/1900	16	47(L)	.014-.016	20-24	1B	2.9	1.7	14	Cha-NA-8	.030

For key to abbreviations see page 65



# IGNITION AND IGNITION TIMING

Make and Model	Year	Ignition Unit—Make	Deg. Adv.—Automatic (R.P.M.)	Max. Vacuum Advance Crankshaft Degrees	Distributor Cam Dwell Angle	Set Breaker Gap (Minimum-Maximum)	Breaker Spring Tension (Ozs.) (Min.-Max.)	Timing—Deg. B. or A. TDC	Coil—Amp Draw Engine Stopped	Coil—Amp. Draw Engine Running	Spark Plug—Thread Size (mm)	Spark Plugs—Make and Type (original equipment)	Spark Plug Gap
<b>TRIUMPH (English)</b>													
Series TRD (180) '47-'48	L	—	—	—	—	.012	—	8B	—	—	14	Cha L-10	.022
Series TRA '49	L	—	—	—	—	.012	—	TDC	—	—	14	Cha L-10	.022
TRA '51	L	—	—	—	—	.014-.016	20-24	TDC	2.9	1.5	14	Cha L-10	.022
Mayflower '53	L	—	—	9-11	41-49	.010-.012	20-24	(10)	2.7	1.40	14	Cha N813	.025
<b>VANGUARD (English)</b>													
Sedan & Est. car '49	L	—	—	—	—	.010-.012	—	TDC	—	—	14	Cha L-10	.025
Sedan & Est. car '50	L	—	—	—	—	.010-.012	—	TDC	—	—	14	Cha L-10	.025
Sedan & Est. Car '51	L	20-23/2050	—	—	—	.014-.016	20-24	TDC	2.5	1.05	14	Cha L-10	.025
Vanguard '53	L	20-23/2000	(1)	—	—	.014-.016	20-24	(10)	2.9	1.50	14	Cha L-10	.030-.032
<b>VAUXHALL LIP (English)</b>													
Velox '49	L	18	7-9	38†	—	.012-.014	20-24	2B	2.9	1.5	14	AC VF9	.028-.030
Velox '50	L	18	7-9	38†	—	.012-.014	20-24	2B	2.9	1.5	14	AC VF9	.028-.030
Velox '51	L	18	7-9	38†	—	.012-.014	20-24	2B	2.9	1.5	14	AC-VF9	.028-.030
Vauxhall Lip '52-'53	L	18	7-9	38	—	.012-.014	20-24	2B	2.9	1.5	14	AC-VF9	.028-.030
<b>WILLYS</b>													
CJ-2A Universal Jeep '47	AL	11	—	41	—	.020	17-20	TDC	5.0	2.5	14	AL-A7-AN7, J8	.030
CJ-2A '48	AL	22/3000	0	39	—	.020s	17-20	5B	5.0	1.5-2	14	AL-A7-AN7, J8	.030
4-63, 2WD, 4WD '48	AL	22/3000	20	51	—	.020s	17-20	5B	5.0	1.5-2	14	AL-A7-AN7, J8	.030
6-63 '48	AL	22/3000	20	38½	—	.020s	17-20	5B	5.0	1.5-2	14	AL-A7-AN7, J8	.030
CJ-2A '49	AL	22/3000	0	39	—	.020s	17-20	5B	5.0	1.5-2	14	AL-A7-AN7, J8	.030
4-63, 2WD, 4WD '49	AL	22/3000	20	51	—	.020s	17-20	5B	5.0	1.5-2	14	AL-A7-AN7, J8	.030
6-63 '49	AL	22/3000	20	38½	—	.020s	17-20	TDC	5.0	1.5-2	14	AL-A7-AN7, J8	.030
CJ-3A '49	AL	22/3000	0	39	—	.020s	17-20	5B	5.0	1.5-2	14	AL-A7-AN7, J8	.030
4-73 Sta. Wgn. '50	AL	22/4000	10	51	—	.020	17-20	TDC	5.0n†	—	14	Cha-J-8	.030
4x4-63 Sta. Wgn. '50	AL	24/3000	12	39	—	.020	17-20	TDC	5.0n†	—	14	Cha-J-8	.030
6-73 Sta. Wgn. '50	AL	22/400	10	51	—	.020	17-20	TDC	5.0n†	—	14	Cha-J-8	.030
4-73 VJ Jeepster '50	AL	24/300	12	39	—	.020	17-20	TDC	5.0n†	—	14	Cha-J-8	.030
6-73 VJ Jeepster '50	AL	24/300	10	51	—	.020	17-20	TDC	5.0n†	—	14	Cha-J-8	.030
4-73 & 4-73 VJ '51	AL	22/4000	12	39	—	.020	17-20	TDC	5.0n†	—	14	Cha-J-8	.030
6-73 & 4-73 VJ '51	AL	24/3000	12	39	—	.020	17-20	TDC	5.0n†	—	14	Cha-J-8	.030
Model 685 Wing & Ace '52	AL	9½/1300	6/14	39	—	.020	17-20	5B	5/6,3	—	14	Cha-J-8	.030
Model 685 Wing & Ace '53	AL	9½/1300	6/14	39	—	.020	17-20	5B	5/6,3	—	14	Cha-J-8	.030
Model 675, Lark '52-'53	AL	24/3000	12	39	—	.020	17-20	O	5/6,3	—	14	Cha-J-8	.030
CJ3B Jeep '53	AL	5	12-14	47N	—	.018-.020	17-20	5B	—	—	14	Cha	.030
<b>WOLSELEY (English)</b>													
Four-Fifty '49	L	—	—	—	—	.010-.012	20-24	TDC	—	—	14	Cha L-10	.022
Six-Eighty '49	L	—	—	—	—	.010-.012	20-24	TDC	—	—	14	Cha L-10	.022
Six-Eighty '48-'50	L	18-20/2380	9-11	22-38(L)	.010-.012	.010-.012	20-24	5B	2.5	1.05	14	Cha L-10	.022
Four Fifty '48-'50	L	20-23/2350	9-11	43-47(L)	.010-.012	.010-.012	20-24	5B	2.5	1.05	14	Cha L-10	.022
Four Fifty '51	L	20-23/2350	9-11	43-47(L)	.014-.016	.014-.016	20-24	5B	2.7	1.4	14	Cha L-10	.022
Six-Eighty '51	L	20-23/2380	9-11	22-38(L)	.014-.016	.014-.016	20-24	5B	2.7	1.4	14	Cha L-10	.022
Four-Fifty '52-'53	L	20-23/2350	9-11	43-47(L)	.014-.016	.014-.016	20-24	5B	2.7	1.4	14	Cha L-10	.022
Six-Eighty '52-'53	L	18-20/2380	9-11	22-38†	.014-.016	.014-.016	20-24	5B	2.7	1.4	14	Cha L-10	.022
<b>ZEPHYR (English)</b>													
Six '52	L	16-3500	NA	—	—	.012-.014	18-20	5B	NA	NA	14	Cha-N-8-B	.032
Six '53	L	7-9/4000	9½-11½	55-60	—	.014-.016	18-22	11B	—	—	14	Cha N-8-B	.030-.034



## IGNITION AND IGNITION TIMING

### ABBREVIATIONS

(a)—At 5.8 volts.  
 A—After TDC.  
 (A)—At 6 volts running at 1,000 r.p.m.  
 AL—Auto-Lite.  
 b—Auto-Lite or Delco-Remy.  
 (b)—AL—9.5°; DR—10°.  
 B—Before TDC.  
 c—At 15" HG (mercury).  
 (c)—Plus or minus .001.  
 (C)—Plus or minus 1.  
 Cha—Champion.  
 Da—400 r.p.m.=4.5°; 940 r.p.m.=8°;  
 1,400 r.p.m.=11°; distributor speed.  
 Daa=650 r.p.m.=7°; 1,100 r.p.m.=11°;  
 1,350 r.p.m.=14°.  
 DR—Delco-Remy.  
 e—At 17" HG (mercury).  
 E—Engine idling.  
 f—At 14" HG (mercury).  
 fd—Timing mark on rim front dampener.  
 FM—Ford-Mallory.  
 O—Own.  
 p—AC 46-5; AL A5; Cha J-8.  
 (p)—AL, 27°; DR, 21°-30°  
 P—Per cent.  
 s—Plus or minus 2.

G—Dwell meter for setting point opening  
 is not recommended.  
 i—Delco-Remy 17-21 ozs.  
 (I)—Plus 4.  
 L—Lucas (spark plugs—Lodge).  
 (L)—Plus or minus 4° on open-closed  
 periods.  
 m—minimum.  
 (M)—Maximum vacuum advance 7½-  
 8½ 2,000 r.p.m.  
 Mv—6½"=2°; 9"=4.5°; 12"=6°; 15"=7.5°.  
 Mvv=11"=3°; 15"=6°.  
 n—At 6.4 volts.  
 N—Plus or minus 3°.  
 NA—Not available  
 NY—No vacuum control.  
 (S)—AC, or AL 44, A5.  
 T—Champion L-10S, K.L.G. E80, Lodge  
 HN or HNP.  
 TDC—Top dead centre.  
 v—¾" reach NA-8; ½" reach L-10 Cha.  
 gap .025.  
 Va-Ks—AC or Champion or AL.  
 Va-KK—AC or Champion or AL.  
 x—Champion N-8-B

\*—"A" distributor 12B; "B" and "C"  
 distributors 8B.  
 †—Plus or minus 2°.  
 ‡—Plus or minus 1½°  
 ††—AC 104, or Champion Y-6.  
 †††—AC 104, or Champion Y-6, or AL  
 P-4.  
 (1)—Up to engine number P200, Cha  
 L-10S.  
 (2)—Or Cha L-10.  
 Ø—34 with new breaker lever: 39° with  
 worn breaker lever (gap .015 to .022)  
 (1)—Closed period 60°N, open period  
 30°N.  
 (2)—Centrifugal.  
 (3)—At 12" HG (mercury).  
 (4)—At 9" HG (mercury).  
 (5)—High Lift Cam .014-.016.  
 (6)—¾ on Crankshaft Pulley.  
 (7)—At 11" HG (mercury).  
 (8)—With resistor.  
 (9)—Auto-lite A-5 early models.  
 Auto-lite A-7 late models.  
 Champion J-8.  
 A.C. 46-5.  
 (10)—Inlet opens 10° BTDC, exhaust  
 closes 10° ATDC.  
 (12)—At 11½" HG (mercury).

## FIRING ORDER

### of Current Automotive Engines . . .

#### 4 Cylinder: (In line engines)

Ford Model "A" Riley 1-2-4-3

All makes 1-3-4-2

#### 6 Cylinder: (In line engines)

All makes 1-5-3-6-2-4

#### 8 Cylinder: (In line engines)

All makes (Except Hupmobile)

1-6-2-5-8-3-7-4

Hupmobile

1-4-7-3-8-5-2-6

#### 8 Cylinder: ("V" type engines)

Ford, Monarch, Mercury 1-5-4-8-6-3-7-2

(indicating L-R banks) 1R-1L-4R-4L-2L-3R-3L-2R

Cadillac

1-8-7-3-6-5-4-2

(indicating L-R banks) 1L-4RL-4L-2L-3R-3L-2R-1R

#### 12 Cylinder: ("V" type engines)

Lincoln 1-4-9-8-5-2-11-10-3-6-7-12

(indicating L-R banks) 1L-2R-5L-4R-3L-1R-6L-5R-2L-3R-4L-6R

Packard

1-4-9-8-5-2-11-10-3-6-7-12

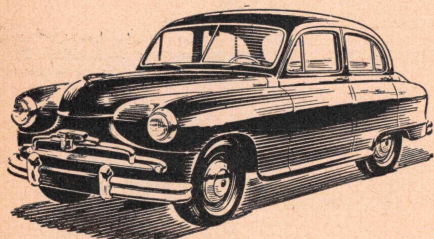
#### Cylinder Identification

All "in line" engines—No. 1 is front cylinder.  
 "V8" engines—No. 1 is right front cylinder  
 (viewed from the driver's seat). No. 8 is rear  
 cylinder on the left-hand bank.

12 cylinder engines—No. 1 is the front cyl-  
 inder (left-hand bank, viewed from the driver's  
 seat). Odd numbers are left bank cylinders  
 while even numbers right-hand bank cylinders.



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John's

**NEW BRUNSWICK**

Bernard Motors Ltd.  
P.O. Box 56, Rothesay Ave.  
Saint John

**NOVA SCOTIA**

Hillcrest Motors Limited,  
Top Blowers Street, Halifax

**QUEBEC**

McGrail Motors Ltd.,  
5228 Cote des Neiges Rd.,  
Montreal

**ONTARIO**

The Standard Motor Co. (Canada) Ltd.,  
33 Dundas St. West, Toronto

**MANITOBA**

Vanguard Motors Ltd.,  
686 Portage Ave. West, Winnipeg

**SASKATCHEWAN**

Vanguard Sales & Service,  
Corner 2nd Ave. & 25th St.,  
Saskatoon

**NORTHERN ALBERTA**

Courtesy Motor & Body Ltd.,  
10207-109th St. Edmonton

**SOUTHERN ALBERTA**

Cole Motors Ltd.,  
813 Third St. N.E., Calgary

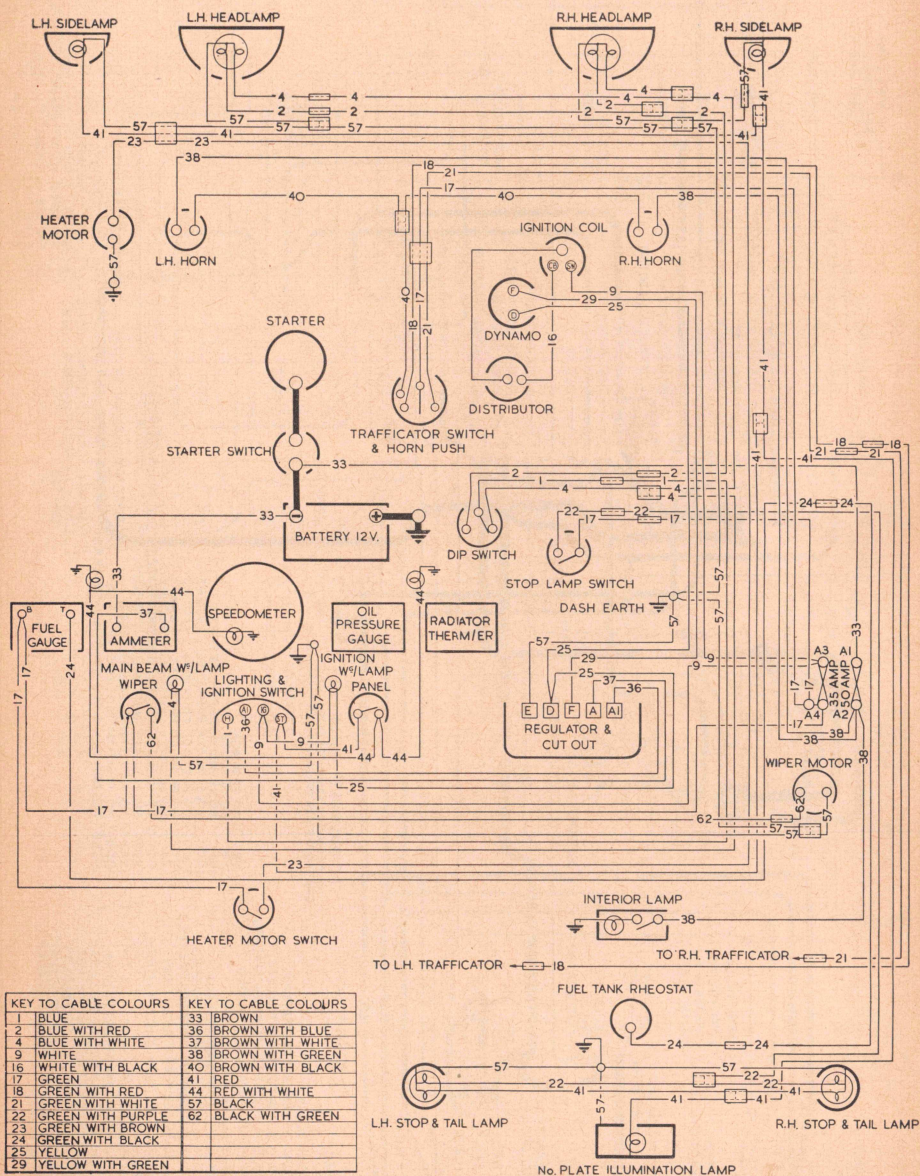
**BRITISH COLUMBIA**

Plimley Automobile Co. Ltd.,  
2277 West 4th Ave., Vancouver

**... AND OVER 400 DEALERS COAST TO COAST**

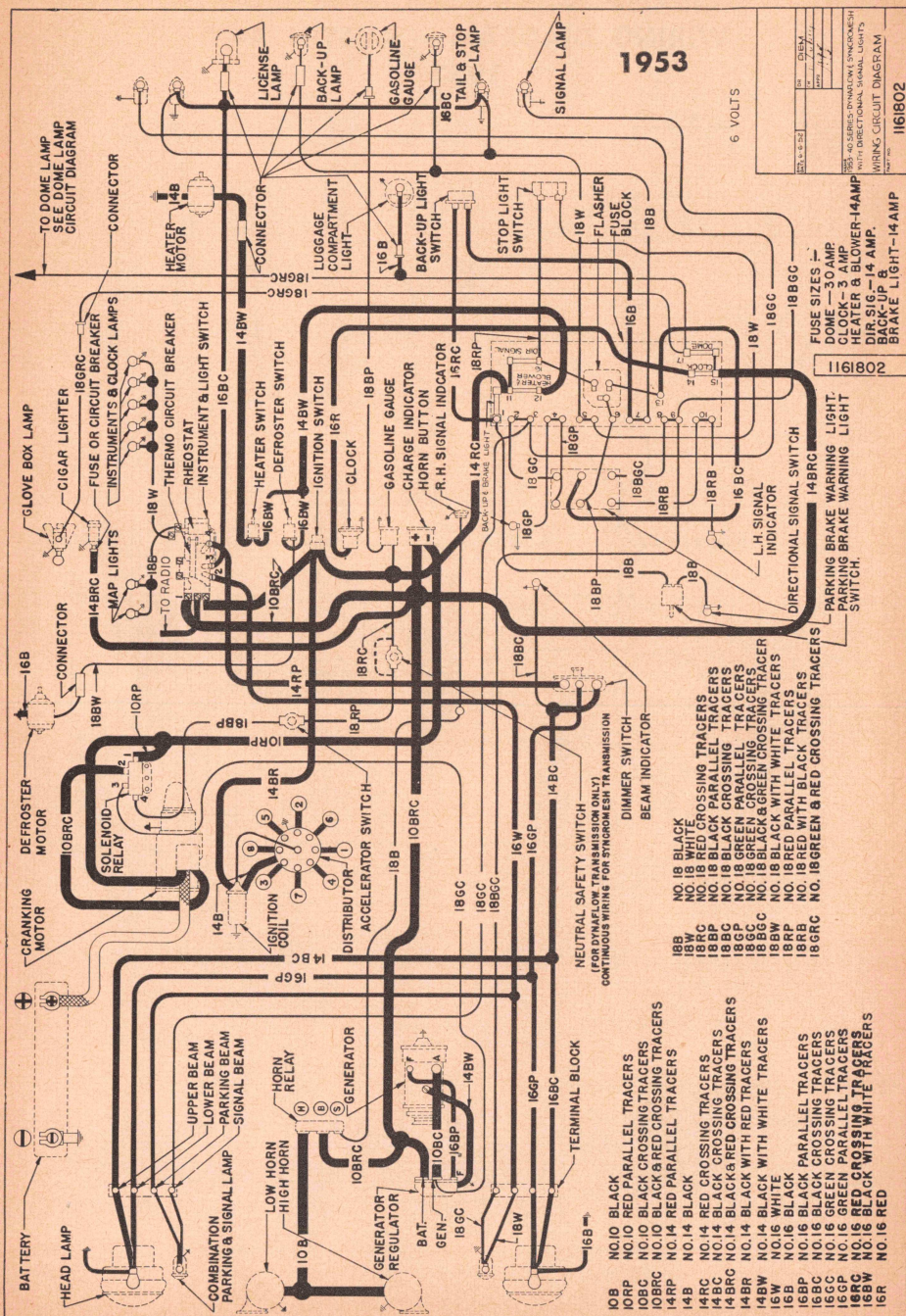


## WIRING DIAGRAM — AUSTIN A-40 1953



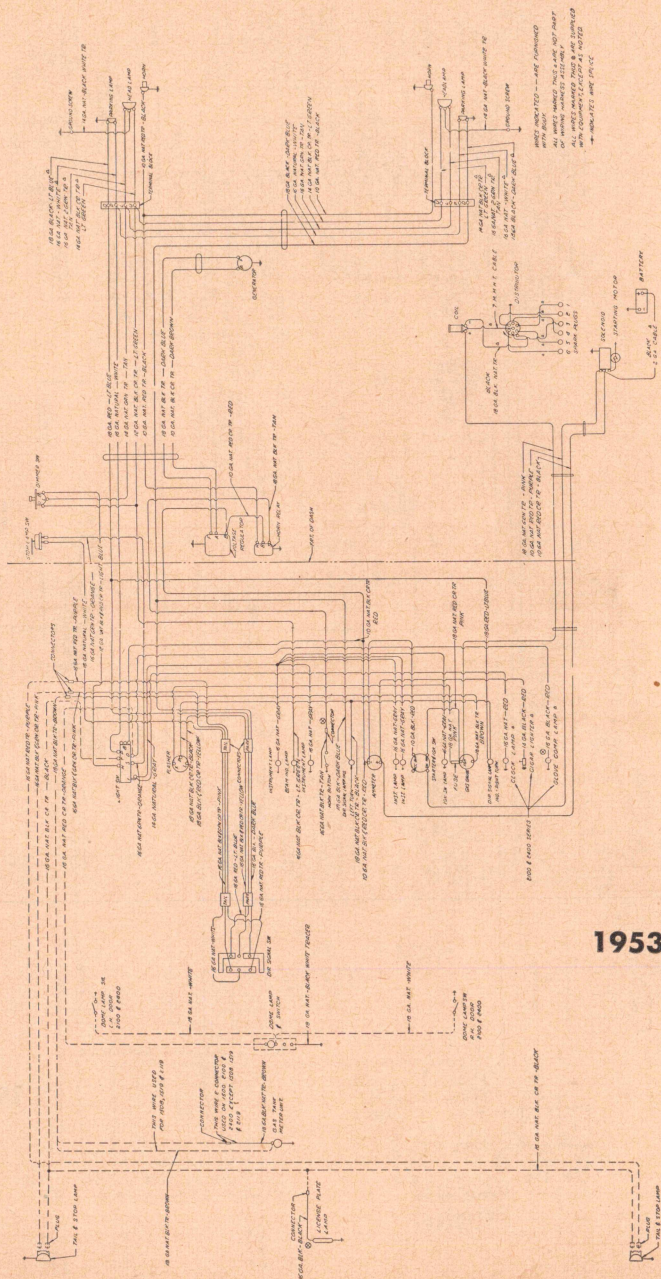


## WIRING DIAGRAM — BUICK (SERIES 40)



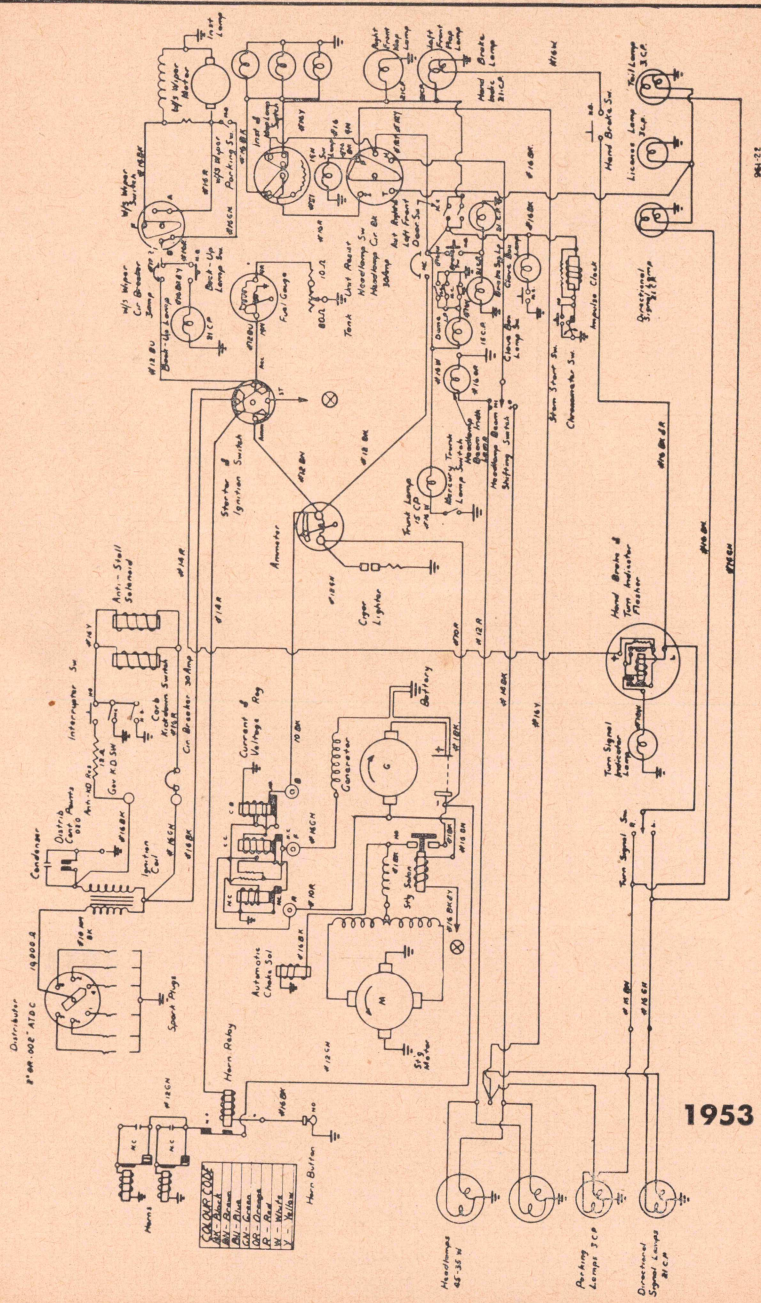


## WIRING DIAGRAMS — CHEVROLET





## WIRING DIAGRAMS — CHRYSLER

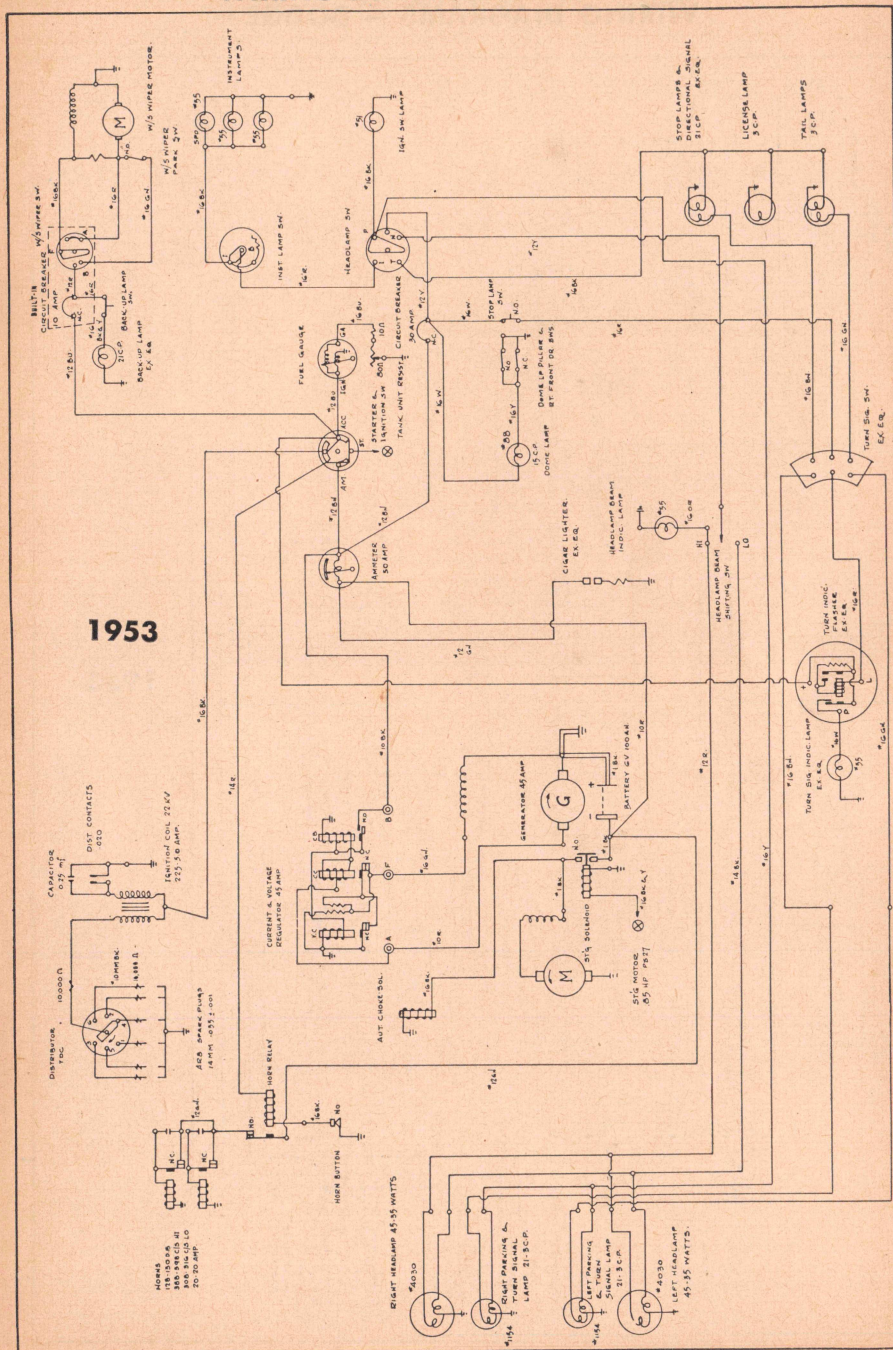


1953



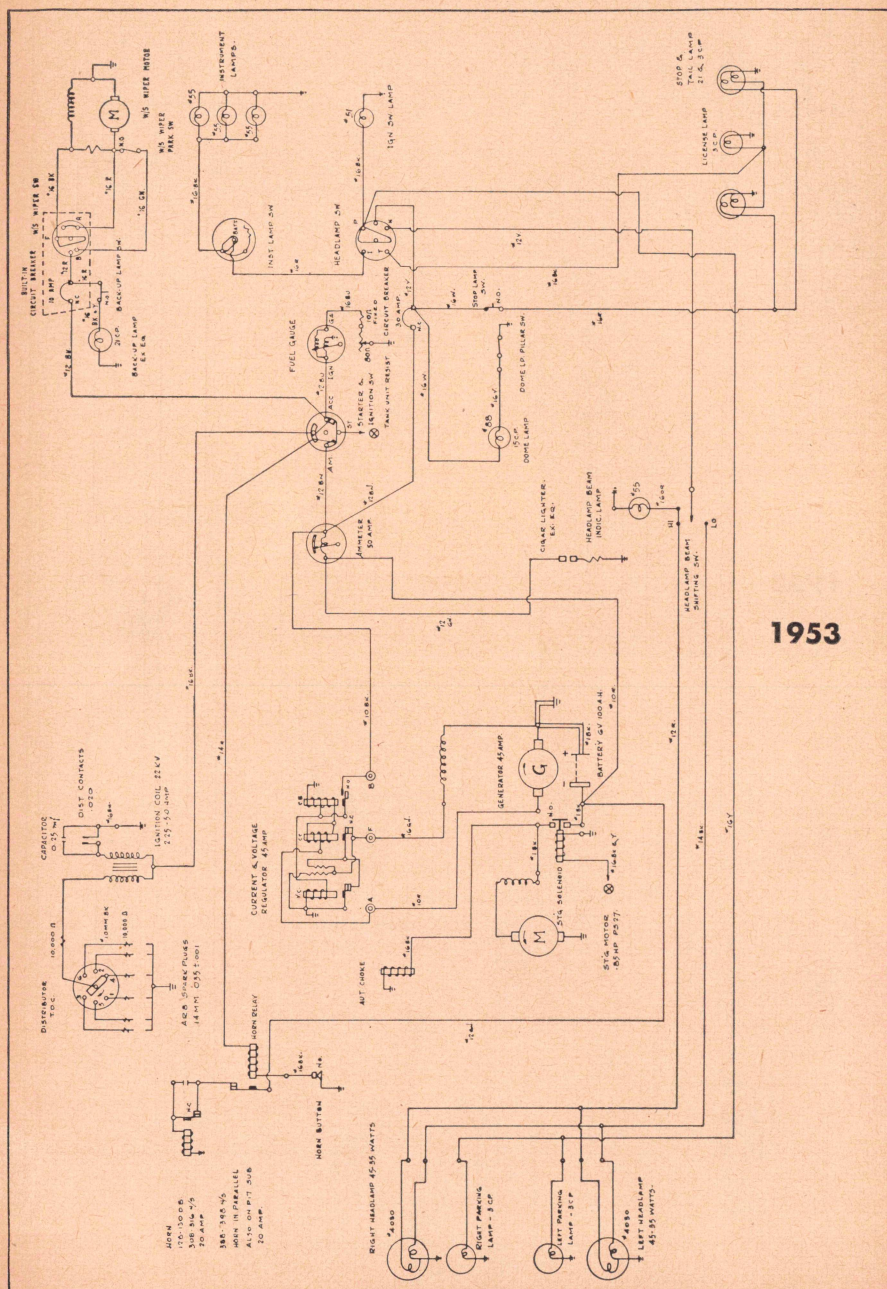
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1953



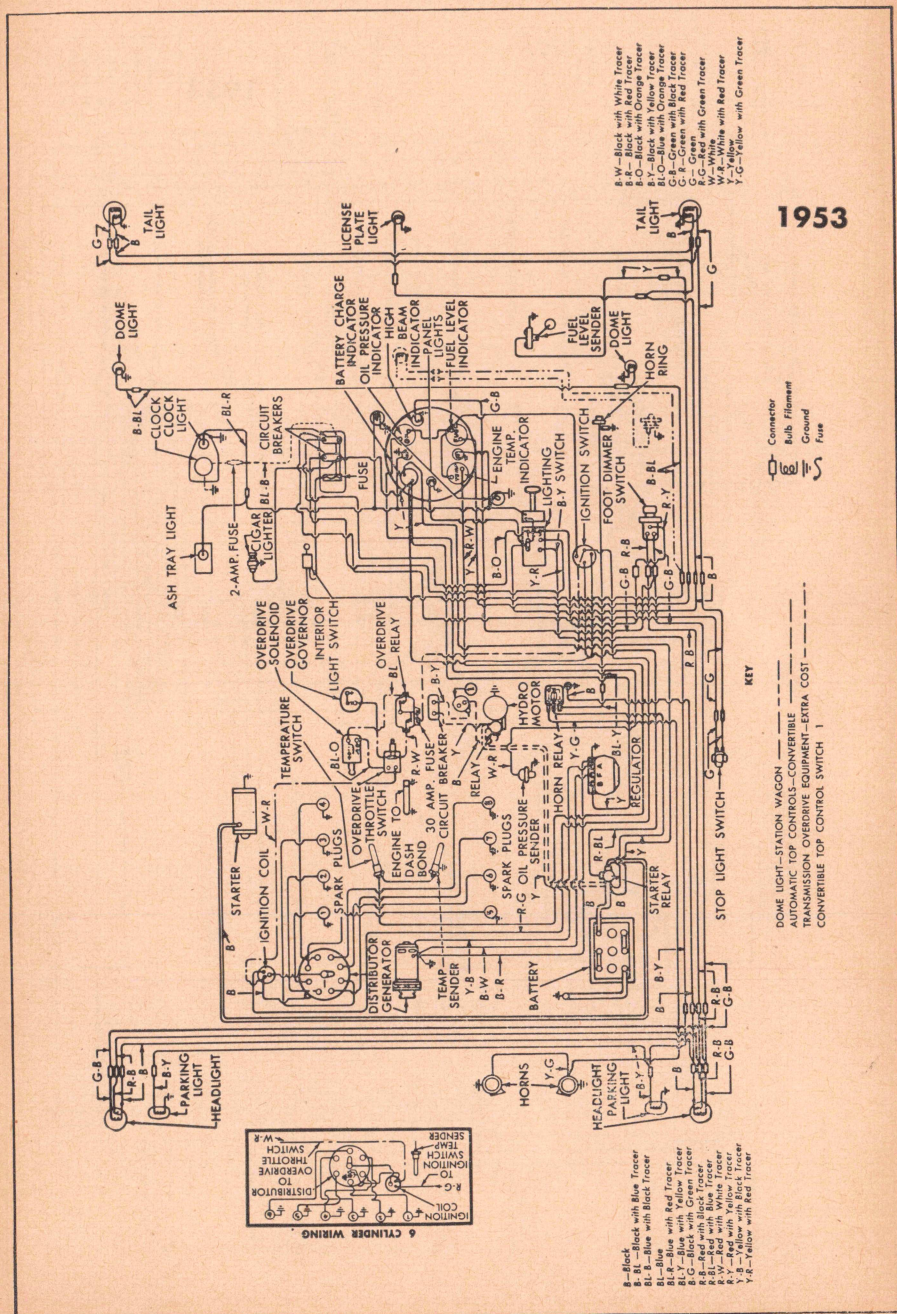


## WIRING DIAGRAMS — DODGE



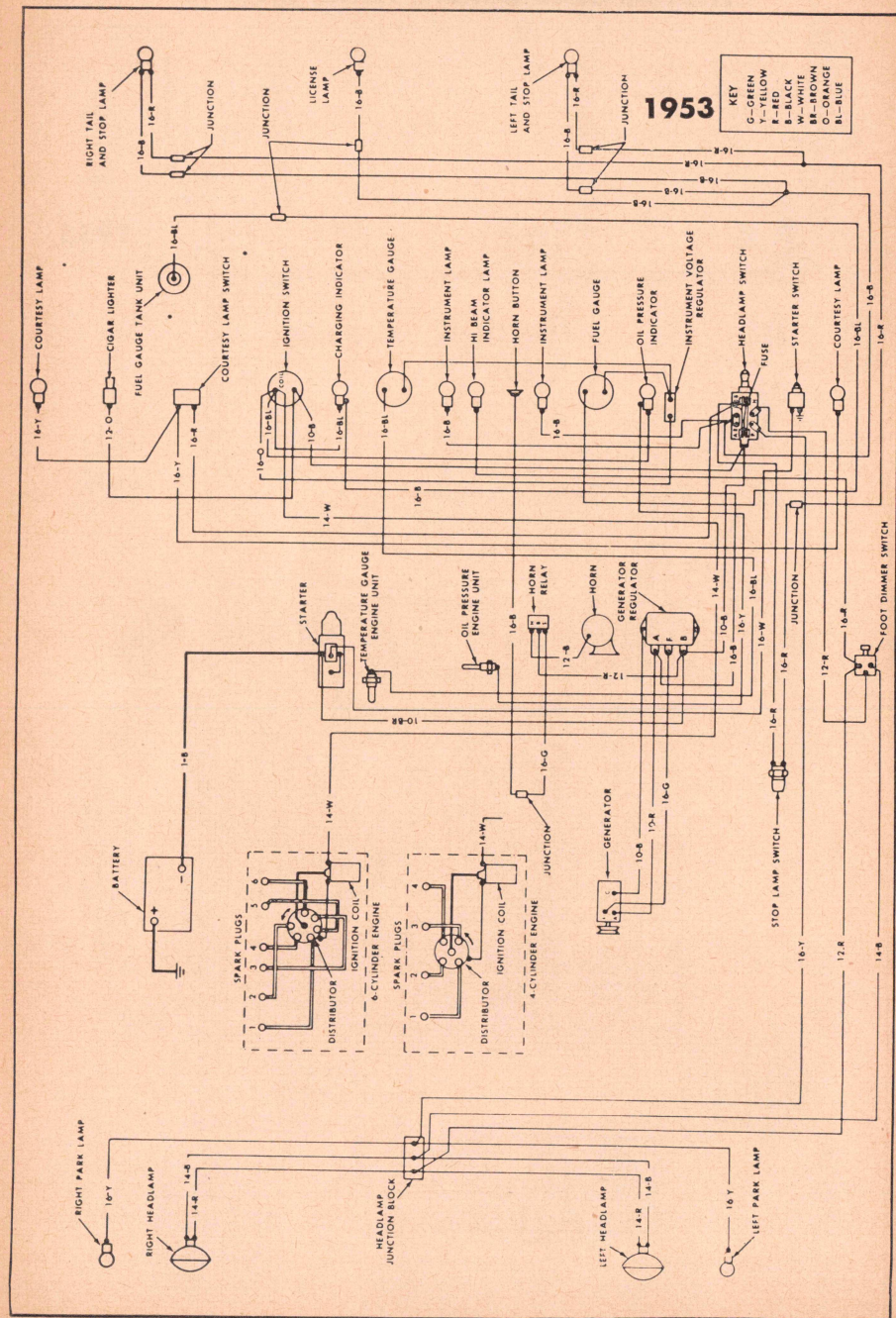


## WIRING DIAGRAMS — FORD, METEOR





## WIRING DIAGRAMS — HENRY J





## WIRING DIAGRAM — 1953

HILLMAN

ALL MODELS

COMMER

EXPRESS DELIVERY VAN

## WORKSHOP MANUAL

SECTION LETTER	N	ISSUE No.	22	DISTRIBUTION CODE LETTER (SEE MASTER CODE)	C	LAST ISSUE OR ISSUES	N21A N20B
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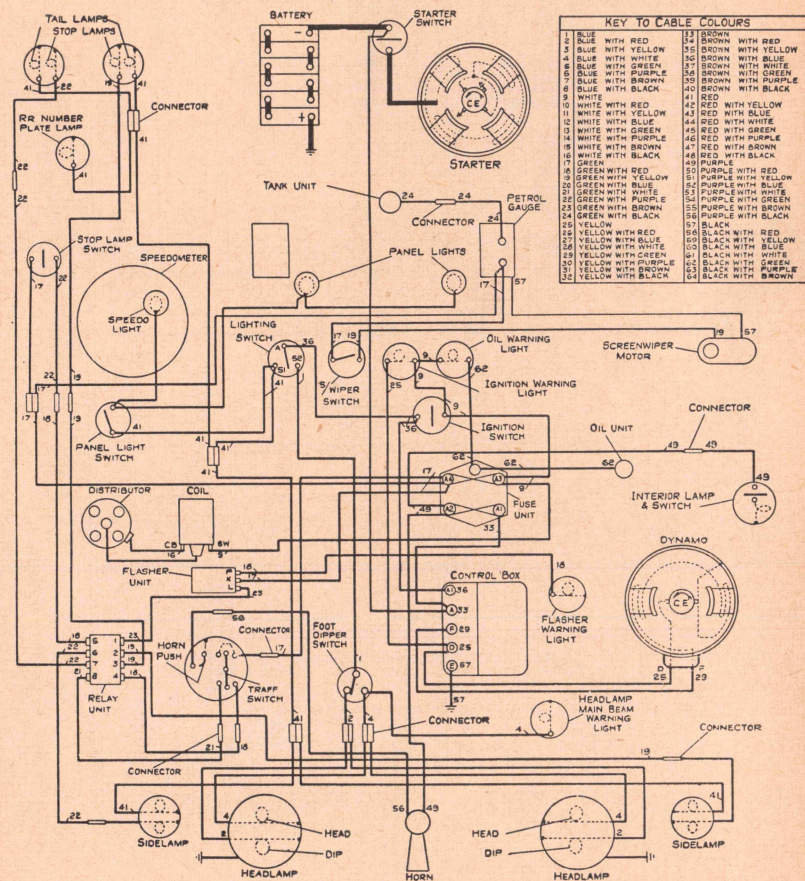
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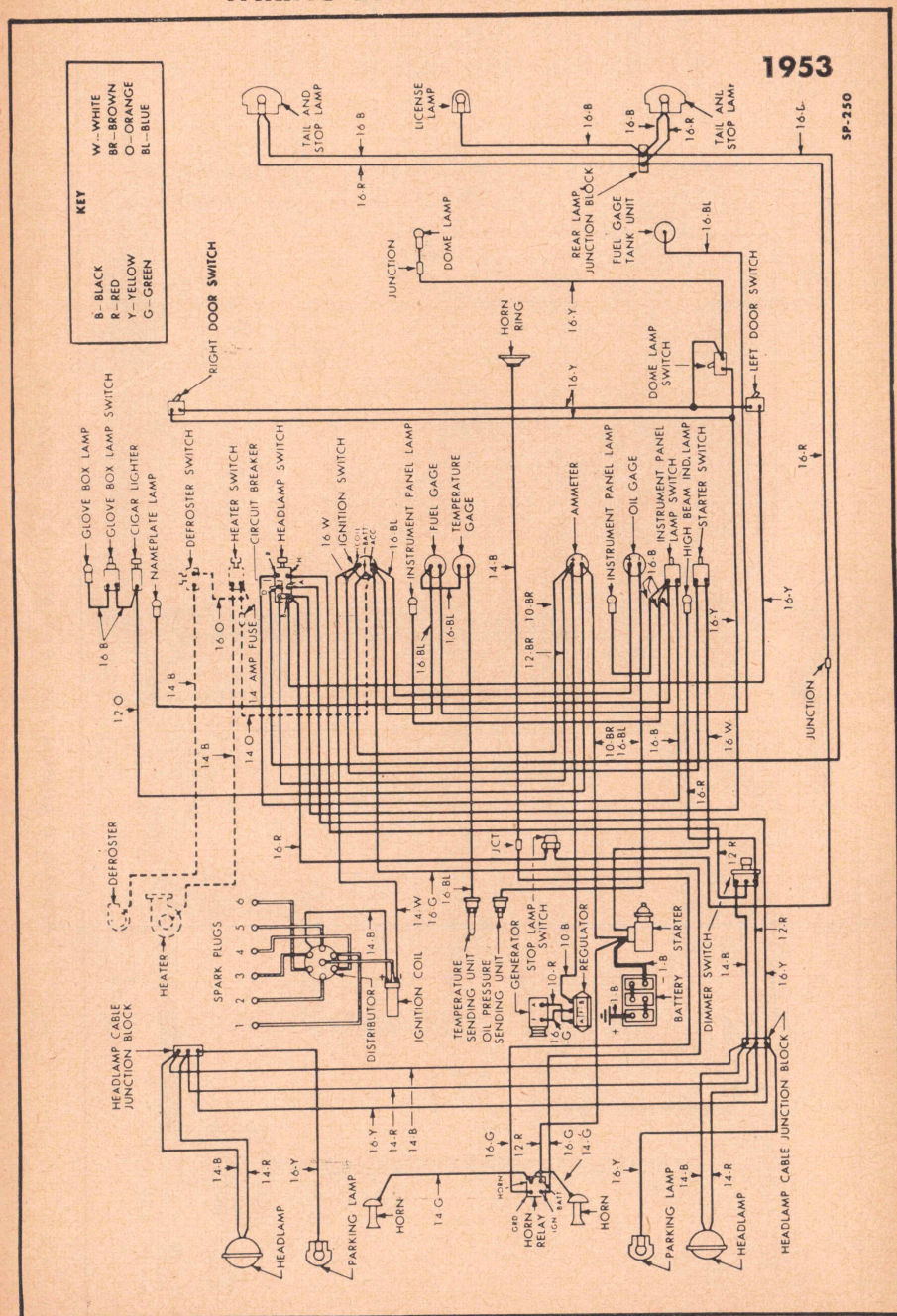




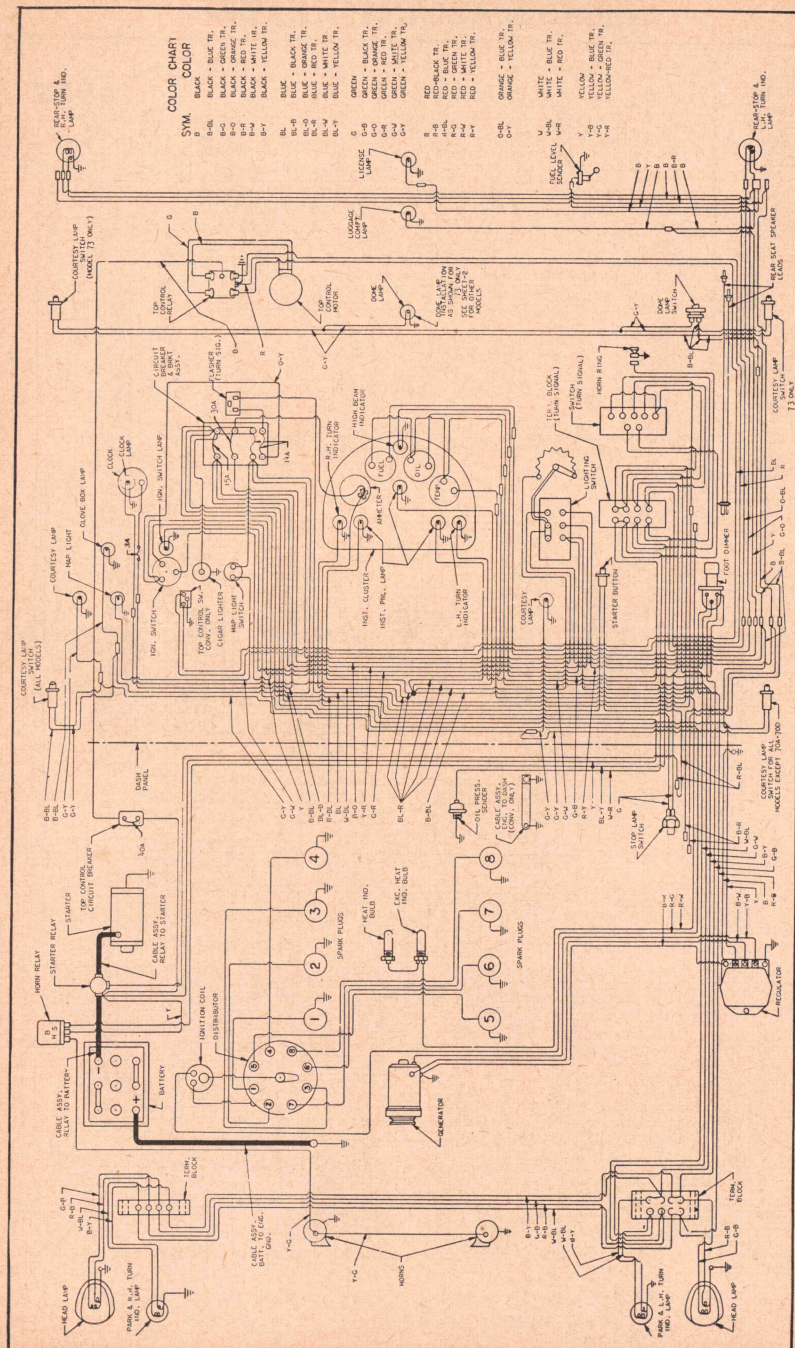




## WIRING DIAGRAMS — KAISER



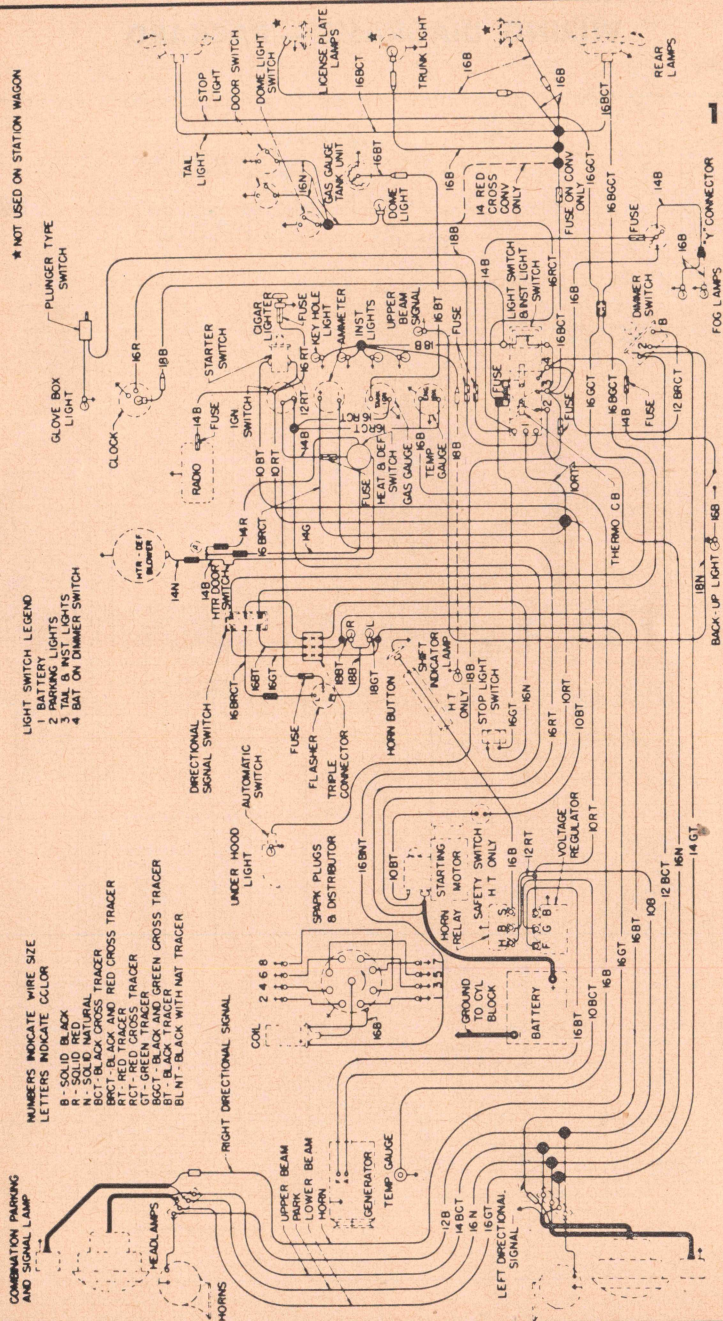




WIRING DIAGRAM FOR 1953 MERCURY, MONARCH

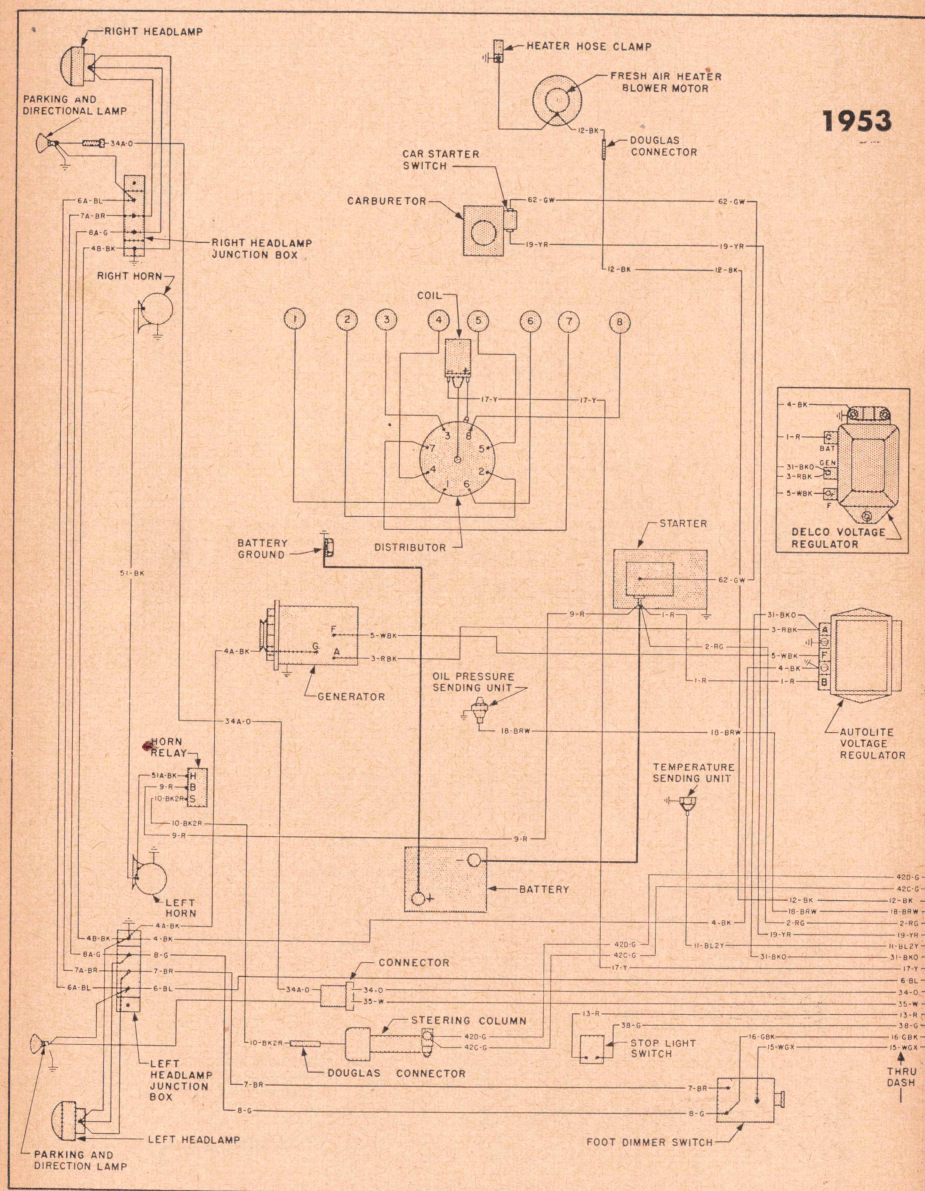


## 1953





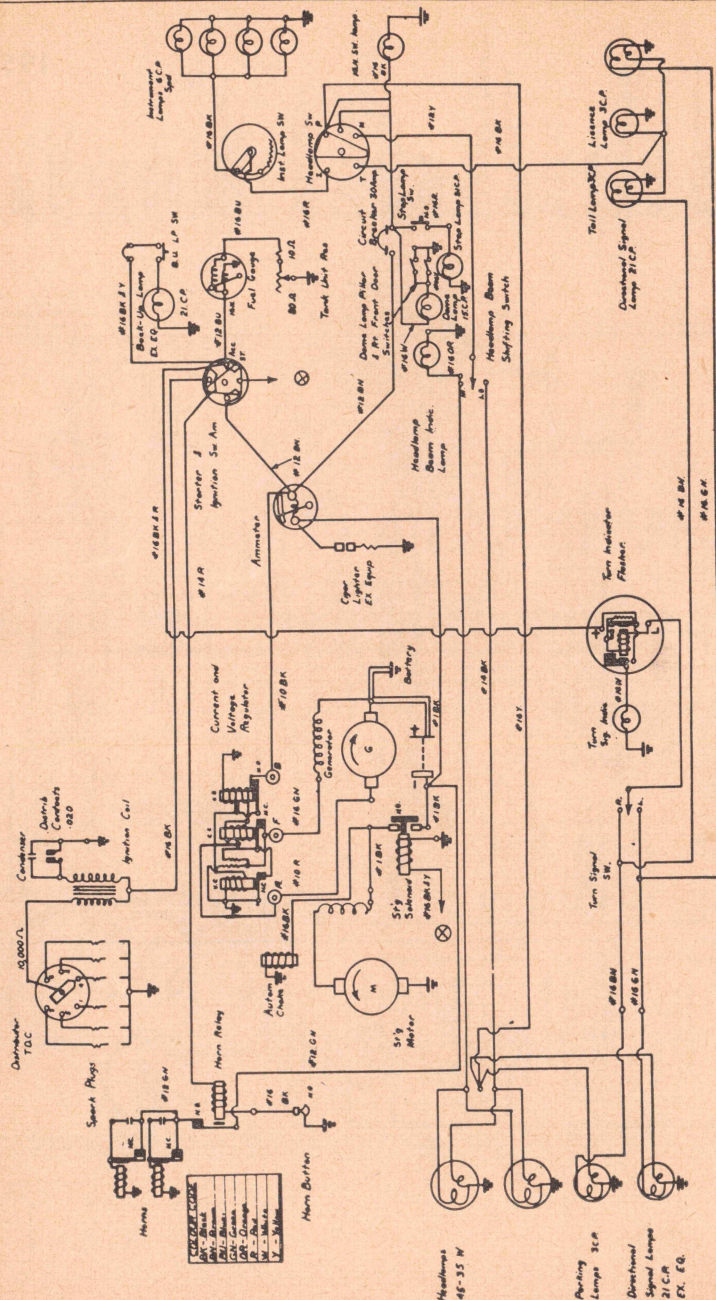
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## WIRING DIAGRAMS — PLYMOUTH

1953

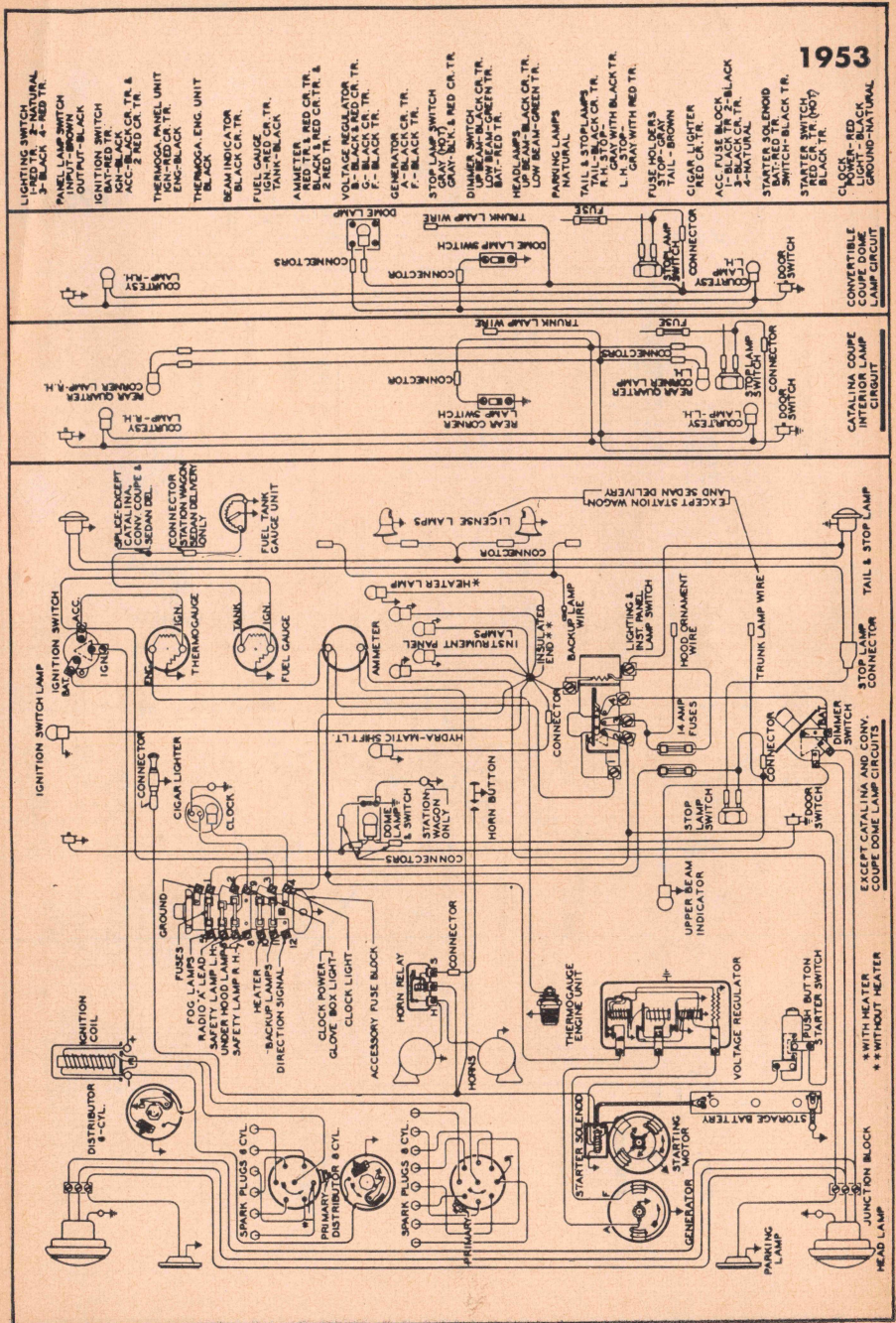






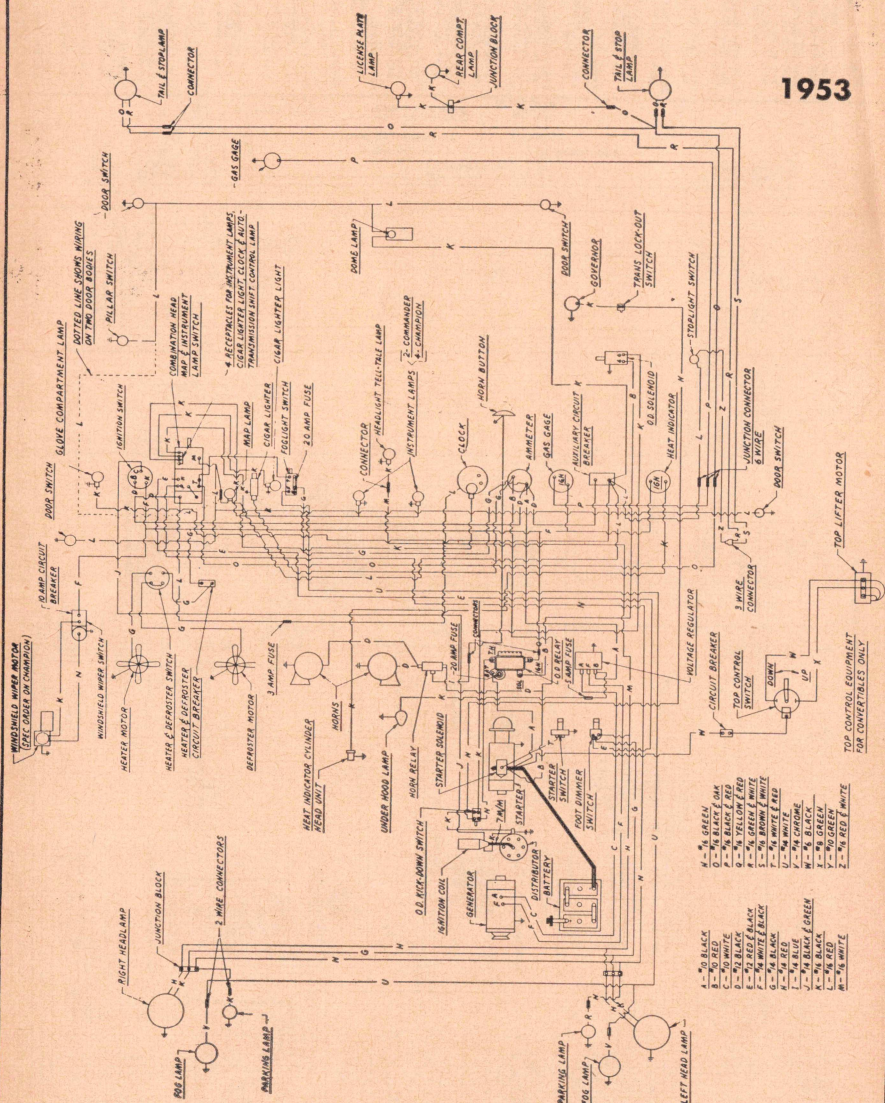


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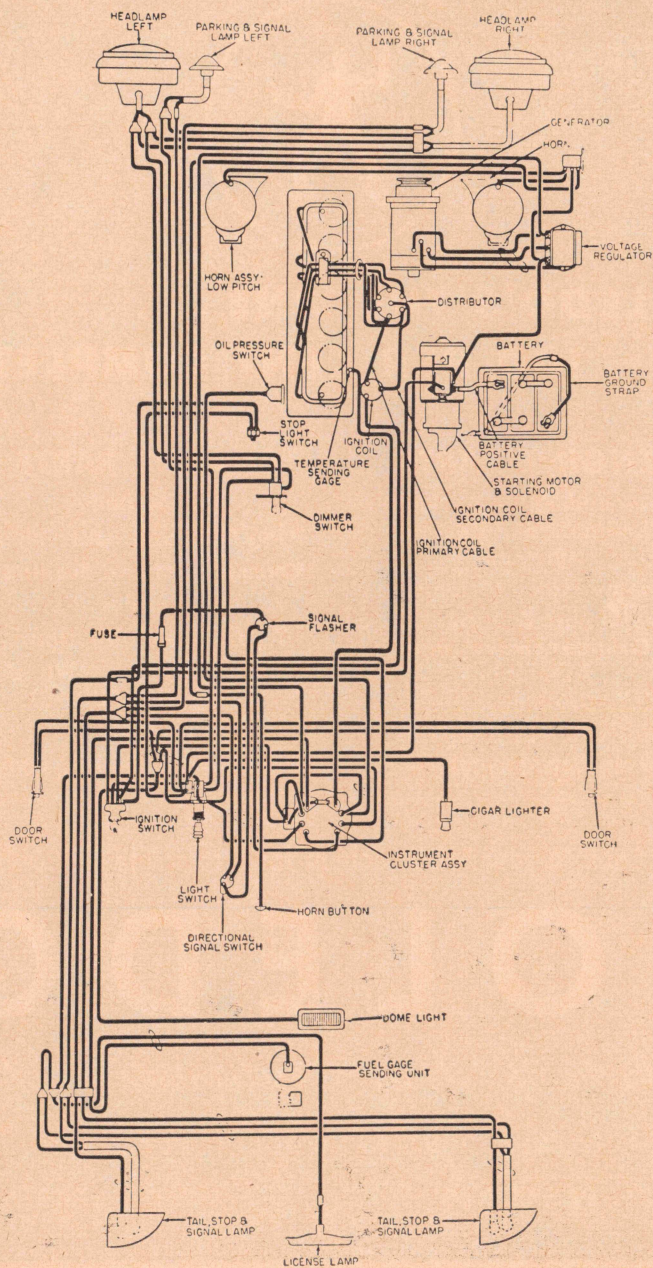




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## CLUTCH, TRANSMISSION AND REAR AXLE

Make and Model	Year	Pedal Lash at Pedal Pad	Clutch Facing— Inside Diameter	Clutch Facing— Outside Diameter	Facing—Thickness	Type of Gearing	Rear Axle—Type	Type of Gearing	No. teeth—Ring Gear	No. teeth—Pinion	Pinion Adjustment	Pinion Bearing Adjustment	Pinion Bearing in Sleeve
<b>ANGLIA (English)</b>													
Four Cylinder.....	'49	$\frac{5}{8}$ — $\frac{3}{4}$	4.5	7.38	.1355-.1385	BI	$\frac{3}{4}$ F	S	33	6	No	Y	N
Four Cylinder.....	'50	$\frac{5}{8}$ — $\frac{3}{4}$	4.5	7.38	.135-.142	D	$\frac{3}{4}$ F	S	33	6	A	Sc	N
Four Cylinder.....	'51	$\frac{5}{8}$ — $\frac{3}{4}$	4.5	7.38	.135-.142	D	$\frac{3}{4}$ F	S	33	6	A	Sc	N
Four Cylinder.....	'52	$\frac{5}{8}$ — $\frac{3}{4}$	4.5	7.38	.132-.142	D	$\frac{3}{4}$ F	S	33	6	A	Sh	N
<b>AUSTIN (English)</b>													
A-40.....	'48	$\frac{1}{4}$	—	$7\frac{1}{4}$	—	—	$\frac{3}{4}$ F	—	—	—	—	—	—
A-40 Devon & Dorset.....	'49	$\frac{1}{2}$	—	$7\frac{1}{4}$	—	D	$\frac{3}{4}$ F	S	38	7	Sh	A	N
A-40 Devon & Dorset.....	'50	$\frac{1}{2}$	5	$7\frac{1}{4}$	$\frac{3}{8}$	D	$\frac{3}{4}$ F	S	38	7	Sh	A	N
A-125 Sheerline.....	'51	1	—	10	.135-.145	D	$\frac{1}{2}$ F	H	45	11	—	—	—
A-90 Atlantic.....	'51	1	—	9	.145-.155	D	$\frac{3}{4}$ F	S	33	8	Sh	—	—
A-70 Hereford.....	'51	1	—	8	.120-.130	D	$\frac{3}{4}$ F	S	33	8	Sh	—	—
A-40 Devon.....	'51	1	—	$7\frac{1}{4}$	.125-.135	D	$\frac{3}{4}$ F	S	36	7	Sh	—	—
A-40 Somerset.....	'52	$\frac{1}{2}$	5	$7\frac{1}{4}$	.125	D	$\frac{3}{4}$ F	S	37	7	Sh	A	N
A-70 Hereford.....	'52	1	—	8	.125	D	$\frac{3}{4}$ F	S	33	8	Sh	A	N
A-70 Hereford.....	'53	$1\frac{1}{16}$	$5\frac{3}{4}$	8	.120-.130	sm	$\frac{3}{4}$ F	S	33	8	.005-.008	Sh(†)	N
A-40 Somerset.....	'53	$\frac{3}{4}$	5	$7\frac{1}{4}$	.125-.135	sm	$\frac{3}{4}$ F	S	37	7	.005-.008	Sh(†)	N
A-30.....	'53	$\frac{3}{8}$	$4\frac{3}{4}$	$6\frac{1}{4}$	.125	sm	$\frac{3}{4}$ F	H	41(†)	8(†)	.005-.008	Sh(†)	N
<b>BUICK</b>													
Series 40.....	'47	$\frac{3}{4}$ -1	6	10	.125	BI	SF	H	49	11	Sh	No	N
Series 50.....	'47	$\frac{3}{4}$ -1	6	10	.125	BI	SF	H	49	11	Sh	No	N
Series 70.....	'47	$\frac{3}{4}$ -1	$6\frac{1}{2}$	$10\frac{1}{2}$	.125	BI	SF	H	41	10	Sh	No	N
Series 40, 50, 70.....	'48	(Not distributed in Canada)				—	—	—	—	—	—	—	—
Series 40, 50, 70.....	'49	(Not distributed in Canada)				—	—	—	—	—	—	—	—
Series 40, 50, 70.....	'50	(Not distributed in Canada)				—	—	—	—	—	—	—	—
Series 40 Custom.....	'51	$\frac{3}{4}$ -1	6	10	.125Ø	—	Hyp-SF	HE	—	—	Sh	No	N
Series 50, 70.....	'51	(Not distributed in Canada)				—	—	—	—	—	—	—	—
Series 40.....	'52	—	6.00	10	.125Ø	HE 2	SF	H	47	13	Sh	No	N
Series 50.....	'52	—	6.00	10	.125Ø	HE 2	SF	H	47	13	Sh	No	N
Series 70.....	'52	—	—	—	—	—	SF	H	43	11	Sh	No	N
Series 40.....	'53	$\frac{3}{4}$ -1	6	10	.125	HE2	SF	H	43(†)	11(†)	Sh	No	N
Series 50.....	'53	—	6.5	10.5	.125	HE2	SF	H	—	—	Sh	No	N
Series 70.....	'53	—	—	—	—	—	SF	H	—	—	Sh	No	N
<b>CADILLAC</b>													
V-8.....	'47	$\frac{7}{8}$ — $1\frac{1}{8}$	7	z	.137	BI	SF	SH	49†	13†	No	No	N
V-8.....	'48	(Not distributed in Canada)				—	—	—	—	—	—	—	—
V-8.....	'49	(Not distributed in Canada)				—	—	—	—	—	—	—	—
V-8.....	'50	(Not distributed in Canada)				—	—	—	—	—	—	—	—
V-8.....	'51	(Not distributed in Canada)				—	—	—	—	—	—	—	—
All Models.....	'52	—	7.00	11	.137	HE 2	SF	H	—	—	N	CS	N
All Models.....	'53	NA	7	11	.137	HE2	SF	H	—	9	No	CS	N
<b>CHEVROLET</b>													
Six.....	'47	1	$6\frac{3}{8}$	$9\frac{1}{8}$	.132-.138	BI	SF	H	37	9	Sh	No	N
Six.....	'48	1	$6\frac{3}{8}$	$9\frac{1}{8}$	.137-.143	BI	SF	H	37	9	Sh	No	N
Six.....	'49	—	$6\frac{3}{8}$	$9\frac{1}{8}$	.132-.138	HE2	SF	H	37	9	Sh	No	N
Six.....	'50	—	$6\frac{3}{8}$	$9\frac{1}{8}$	.132-.138	HE2	SF	H	37	9	Sh	No	N
Six.....	'51	$\frac{3}{4}$ -1	$6\frac{3}{8}$	$9\frac{1}{8}$	.132-.138	HE2	SF	H	37	9	Sh	No	N
Conventional.....	'52	—	6.125	9.125	.132-.138	HE 2	SF	H	—	—	Sh	No	N
Powerglide.....	'52	—	—	—	—	—	SF	H	—	—	Sh	No	N
Conventional.....	'53	$\frac{3}{4}$ -1	6.125	9.125	.132-.138	HE2	SF	H	37	10	Sh(†)	No	N
Powerglide.....	'53	NA	—	—	—	—	SF	H	39	11	Sh(†)	No	N
<b>CHRYSLER</b>													
Six, C-38S.....	'47	1	6	$9\frac{1}{4}$	.125	EI	SF	H	39	11	SS	Sh	N
Six, C-38W.....	'47	1	6	$9\frac{1}{4}$	.125	ST $\frac{3}{8}$	SF	H	39	11	SS	Sh	N
Eight, C-39, C-40.....	'47	1	6	10	.125	ST $\frac{3}{8}$	SF	H	37	11	SS	Sh	N
Six, C-38S.....	'48	1	6	$9\frac{1}{4}$	.125	EI	SF	H	39	11	SS	Sh	N



## CLUTCH, TRANSMISSION AND REAR AXLE

Make and Model	Year	Pedal Lash at Peda Pad	Clutch Facing— Inside Diameter	Clutch Facing Outside Diameter	Facing—Thickness	Type of Gearing	Rear Axle—Type	Type of Gearing	No. teeth—Ring Gear	No. teeth—Pinion	Pinion Adjustment	Pinion Bearing Adjustment	Pinion Bearing in Sleeve?
<b>CHRYSLER (Continued)</b>													
Six, C-38W.....	'48	1	6	9 1/4	.125	ST§	SF	H	39	11	SS	Sh	N
Eight, C-39, C-40.....	'48	1	6	10	.125	ST§	SF	H	37	11	SS	Sh	N
Six, C-45.....	'49	1	6	9 1/4	.125	ST§	SF	H	39R	10	SS	Sh	N
Eight, C-46, C-47.....	'49	1	6	9 1/4	.125	ST§	SF	H	43	12	SS	Sh	N
Six.....	'50	1	6	9 1/4	.125	ELR ST§W	SF	H	39R	10	SS	SH	N
Eight.....	'50	1	6	9 1/4	.125	ST§	SF	H	43	12	SS	SH	N
C51.....	'51	1	6	9 1/4	.125	EL ST	SF	H	39R	10	SS	Sh	N
C51.....	'52	1	6	9 1/4	.125	ST	SF	H	39	10	SS	Sh	N
C55.....	'52	1	7	10	.125	ST	SF	H	39	11	SS	Sh	N
C-60.....	'53	1	6	9 1/4	.125	HE	SF	H	39	10	Sh	Sh	N
C-56 V-8.....	'53	1	6	9 1/2	.125	HE	SF	H	39	11	Sh	Sh	N
<b>CONSUL (English)</b>													
Four Cylinder.....	'52	5/8-3/4	5.25	8.0	.132-.142	HE 2	3/4F	H	37	8	Sh	Sh	SC
Four Cylinder.....	'53	NA	5.25	8	.132-.142	SM	3/4F	H	37	8	SS	Sh	N
<b>CROSLEY</b>													
CC (Up to 41547).....	'47	1	4	6	1/4	s	SF	S	31	6	Sh	Sh	N
CC, CD (Up to 106039).....	'48	1	4	6	2/8	s	SF	S	31	6	Sh	Sh	N
CD (After 106039).....	'49	1	4	6	2/8	s	SF	S	31	6	Sh	Sh	N
Crosley.....	'50	1	4	6	2/8	s	SF	S	31	6	Sh	Sh	N
All Models.....	'51	1	4 1/2	6 1/2	3/8	SB	SF	SB	31	6	Sh	Sh	N
All Models.....	'52	1	4.50	6.50	.125	s	SF	SB	31	6	Sh	Sh	N
<b>DE SOTO</b>													
S-11.....	'47	1	6	9 1/4	.125	ST§	SF	H	41	11	SS	Sh	N
S-11.....	'48	1	6	9 1/4	.125	ST§	SF	H	41	11	SS	Sh	N
S-13 Custom.....	'49	1	6	9 1/4	.125	ST§	SF	H	39	10	SS	Sh	N
S14.....	'50	1	6	9 1/4	.125	ST§	SF	H	39	10	SS	Sh	N
S15.....	'51	1	6	9 1/4	.125	ST	SF	H	39	10	SS	Sh	N
S15.....	'52	1	6	9 1/4	.125	ST	SF	H	39	10	SS	Sh	N
S17.....	'52	1	6 1/2	10 1/4	.125	ST	SF	H	41	11	SS	Sh	N
S-18.....	'53	1	6	9 1/4	.125	HE	SF	H	39	10	Sh	Sh	N
S-16 V8.....	'53	1	6	9 1/2	.125	HE	SF	H	41	11	Sh	Sh	N
<b>DODGE</b>													
D-25.....	'47	1	6	9 1/4	.125	EI	SF	H	39	10	SS	Sh	N
D-24.....	'47	1	6	9 1/4	.125	EI	SF	H	39a	10	SS	Sh	N
D-25.....	'48	1	6	9 1/4	.125	EI	SF	H	39	10	SS	Sh	N
D-24.....	'48	1	6	9 1/4	.125	EI	SF	H	39a	10	SS	Sh	N
D-24.....	'49	1	6	9 1/4	.125	EI	SF	H	41(s)	10	SS	Sh	N
D-30.....	'49	1	6	9 1/4	.125	EI	SF	H	39	10	SS	Sh	N
D-31, D-32.....	'49	1	6	9 1/4	.125	EI	SF	H	39	10	SS	Sh	N
D34-D35-D36.....	'50	1	6	9 1/4	.125	EI	SF	H	41c	11c	Sh	Sh	N
D39, D40.....	'51	1	6	9 1/4	.125	EI	SF	H	41c	11c	Sh	Sh	N
D42.....	'51	1	6	9 1/4	.125	EI ST	SF	H	41c	10	SS	Sh	N
D-39, D-40.....	'52	1	6	9 1/4	.125	EI	SF	H	41	11	SS	Sh	N
D-42.....	'52	1	6	9 1/4	.125	EI	SF	H	41	10	SS	Sh	N
D-43.....	'53	1	6	9 1/4	.125	HE	SF	H	41	11	Sh	Sh	N
D-44 V-8.....	'53	1	6	9 1/4	.125	HE	SF	H	39	10	Sh	Sh	N
<b>FORD</b>													
De L. & Super De L.....	'47	1 1/2	6 3/4	10	.125	BI	3/4F	S	34	9	No	PA	Y
De L. & Super De L.....	'48	1 1/2	6 3/4	10	.125	BI	3/4F	S	34	9	No	PA	Y
V-8.....	'49	—	6	9 1/2	3/8	BI	Hyp SF	H	41	11	Sh	Sh	N
V-8.....	'50	1 1/4	6.00	9.50	.125	BI	3/4F	HG	41	11	Sh	22-28	—
V-8.....	'51	1 1/4	6.00	9.50	.125	BI	3/4F	HG	41	11	Sh	22-28	—
Customline, Mainline.....	'52	1-1 1/2	6.0	9.75	.125	BIO	Hyp-SF	H	39	10	Sh	Sh	N
Mainline, Customline.....	'53	1 1/2	6.0	9.5	.125	BIO	SF	H	39	10	Sh	Sh	N

For key to abbreviations see page 94



## CLUTCH, TRANSMISSION AND REAR AXLE

Make and Model	Year	Pedal Lash at Pedal Pad	Clutch Facing— Inside Diameter	Clutch Facing— Outside Diameter	Facing—Thickness	Type of Gearing	Rear Axle—Type	Type of Gearing	No. teeth—Ring Gear	No. teeth—Pinion	Pinion Adjustment	Pinion Bearing Adjustment	Pinion Bearing in Sleeve?
<b>FRAZER</b>													
F-47.....	'47	3/4-1/4	6	9 1/4	1 1/8	HE	Hyp SF	SB	41	11	Sh	Sh	N
F-47-47C-485-486.....	'48	3/4-1	6	9 1/4	1 1/8	C	Hyp SF	HyB f	ff	ff	Sh	Sh	N
Series F-495, 496.....	'49	5/8-3/4	6	9 1/4	1 1/8	EI	SF	HyB RP	RP	RP	Sh	Sh	N
Series F-495, 496.....	'50	5/8-3/4	6	9 1/4	1 1/8	EI	SF	HyB RP	RP	RP	Sh	Sh	N
F-515 and F-516.....	'51	3/4-1	6	9 1/4	.122-.128	HE	SF	H	—	—	Sh	.003p	N
<b>HENRY J</b>													
K523, Vag bnd, Cors'r.....	'52	3/4-1	5.125	8.500	.295-.315	BIO*	—	H	41	9	.003-.005	Sh	N
K524, Vag bnd, Cors'r.....	'52	3/4-1	5.125	8.500	.295-.315	BIO*	—	H	41	10	.003-.005 ss	Sh	N
Four Cylinder.....	'53	1	5 1/8	8 1/2	.132-.138	SM	SF	H	47(°)	11(°)	.003-.006	Sh	N
Six Cylinder.....	'53	1	5 1/8	8 1/2	.132-.138	SM	SF	H	41	10(°)	.005-.006	Sh	N
<b>HILLMAN MINX (English)</b>													
Mark III.....	'49	3/4	4.88	7.13	—	—	SF	S	47	9	HM	ShX	N
Mark IV.....	'50	5/8	4.88	7.13	1/16	hm	SF	SB	—	—	Sh	Sh	N
Mark IV.....	'51-'52-'53	5/8	4.88	7.13	.15	hm	SF	S	47	9	S	S	N
<b>HUDSON</b>													
Six—171, 172.....	'47	1 1/2	5 1/4*	9*	1 3/4	BI	SF	S	37	9	Sh	Sh	N
Eight—173, 174.....	'47	1 1/2	6 3/8	10	1 3/4	BIO	SF	S	37	9	Sh	Sh	N
Series 481, 482.....	'48	1 1/2	6.375	9.8125	.203	SM	SF	H	41	10	Sh	Sh	N
Series 483, 484.....	'48	1 1/2	6.375	9.8125	.203	SM	SF	H	41	10	Sh	Sh	N
Series 491, 492.....	'49	1 1/2	6.375	9.8125	.203	SM	SF	H	41	10	Sh	Sh	N
Series 493, 494.....	'49	1 1/2	6.375	9.8125	.203	SM	SF	H	41	10	Sh	Sh	N
Series 500-504.....	'50	1 1/2	6.375	9.8125	.203	SM	SF	H	41	10	Sh	Sh	N
4A & 11A Pacemaker.....	'51	1 1/2	5.25	8.6875	.203	SM	SF	H	41	10	Sh	Sh	N
4A, 6A, 7A, 8A.....	'51	1 1/2	6.375	9.8125	.203	SM	SF	H	41	10	Sh	Sh	N
4B Pacemaker.....	'52	1 1/2	5.25	8.687	.203	hm	SF	H	41	10	Sh	Sh	N
5B, 6B, 7B, 8B.....	'52	1 1/2	6.375	9.8125	.203	hm	SF	H	41	10	Sh	Sh	N
Jet 1C, 2C.....	'53	1 1/2	6.125	9.125	.295	SM	SF	H	41	10	Sh	Sh	N
Wasp 4C.....	'53	1 1/2	5.25	8.687	.203	SM	SF	H	45	11	Sh	Sh	N
5C, 7C.....	'53	1 1/2	6.375	9.813	.203	SM	SF	H	45	11	Sh	Sh	N
<b>HUMBER (English)</b>													
Super Snipe Mark II.....	'48	3/4	6.00	10	1/4	hm	SF	SB	—	—	Sh	Sh	N
Mark III.....	'49	.75	5.75	8	—	—	SF	HyB	—	—	—	—	N
Super Snipe Mark II.....	'49	3/4	6.00	10	1/4	hm	SF	SB	—	—	Sh	Sh	N
Pullman Mark II.....	'49	3/4	6.00	10	1/4	hm	SF	SB	—	—	Sh	Sh	N
Hawk Mark III.....	'49	3/4	5.75	8	3/16	hm	SF	HG	—	—	Sh	Sh	N
Hawk Mark III.....	'50	3/4	5.75	8	3/16	hm	SF	HG	—	—	Sh	Sh	N
Pullman Mark II.....	'50	3/4	6.00	10	1/4	hm	SF	SB	—	—	Sh	Sh	N
Super Snipe Mark II.....	'50	3/4	6.00	10	1/4	hm	SF	SB	—	—	Sh	Sh	N
Hawk IV.....	'51-'52	1	5.75	8.00	.125	hm	SF	HG	41	9	Sh	Sh	N
Super Snipe III.....	'51-'52	1	6	10	.14	hm	SF	S	45	11	Sh	Sh	N
Hawk V.....	'53	1	5.75	8	.125	hm	SF	HG	41	9	Sh	Sh	N
Super Snipe Mark IV.....	'53	1	—	10	—	SM	3/4F	H	39	10	Sh	Sh	N
<b>JAGUAR (English)</b>													
2 1/2 Ltr. S&C Mk.V.....	'49	1	6 1/8	8 7/8	—	J	3/4F	HG	50	11	Sh	Sh	—
3 1/2 Ltr. S&C Mk.V.....	'49	1	6 1/4	9 1/8	—	J	3/4F	HG	47	11	Sh	Sh	—
3 1/2 Ltr. XK.120 S.S.....	'49	1	6 1/4	9 1/8	—	J	3/4F	HG	51	14	Sh	Sh	—
2 1/2 Ltr. Mk. V.....	'52-'53	1	6 1/8	8 7/8	—	J	3/4F	HG	50	11	Sh	Sh	—
3 1/2 Ltr. Mk. V.....	'52-'53	1	6 1/4	9 1/8	—	J	3/4F	HG	47	11	Sh	Sh	—
3 1/2 Ltr. XK.120.....	'52-'53	1	6 1/4	9 1/8	—	J	3/4F	HG	51	14	Sh	Sh	—
Mark VII.....	'52-'53	1-1 1/4	6 1/4	9 1/8	5/32	J	3/4F	HG	—	—	Sh	Sh	N
<b>KAISER</b>													
K-100.....	'47	3 1/4-1 1/4	6	9 1/4	1 1/8	HE	Hyp SF	SB	41	11	Sh	Sh	N
K-100-101-481-482.....	'48	3 1/4-1	6	9 1/4	1 1/8	C	SF	HyB f	ff	ff	Sh	Sh	N
Series K-491, 492.....	'49	5/8-3/4	6	9 1/4	1 1/8	EI	SF	HyB RP	RP	RP	Sh	Sh	N
K-491, 492.....	'50	5/8-3/4	6	9 1/4	1 1/8	EI	SF	HyB RP	RP	RP	Sh	Sh	N
K-511 and K-512.....	'51	3/4-1, 1F	6	9 1/4	—	HE	SF	H	—	—	Sh	.003	N
K521, K522.....	'52	3/4-1	6	9 1/4	.112-.118	HE	SF	H	41	10	.003-.006	Sh	N
K53.....	'53	3/4-1	6	9 1/4	.125	HE2(°)	SF	H	47(10°)	12(10°)	.003-.006	Sh	N

For key to abbreviations see page 94



## CLUTCH, TRANSMISSION AND REAR AXLE

Make and Model	Year	Pedal Lash at Pedal Pad	Clutch Facing— Inside Diameter	Clutch Facing— Outside Diameter	Facing—Thickness	Type of Gearing	Rear Axle—Type	Type of Gearing	No. teeth—Ring Gear	No. teeth—Pinion	Pinion Adjustment	Pinion Bearing Adjustment	Pinion Bearing in Sleeve?
<b>LINCOLN</b>													
Line. & Line. Cont.....	'47	1 3/4	6 3/4	10	.125	BI	3/4F	H	40	9	No	PC	Y
Line. & Line. Cont.....	'48	1 3/4	6 3/4	10	.125	BI	3/4F	H	40	9	No	PC	Y
Line. & Line. Cont.....	'49	(Not distributed in Canada)											
Line. & Line. Cont.....	'50	(Not distributed in Canada)											
Lincoln.....	'51	1-1 1/4	—	—	—	HT	HypSF	—	43	13	Sh	Sh	N
Lincoln Cosmopolitan.....	'51	1-1 1/4	—	—	—	HT	HypSF	—	43	13	Sh	Sh	N
Lincoln.....	'52	HT	HT	HT	HT	HT	Hyp-SF	H	51	13	Sh	Sh	N
Lincoln.....	'53	HT	HT	HT	HT	HT	SF	H	43	13	Sh	Sh	N
<b>MERCURY</b>													
114, 114X, & 118.....	'47	1 1/2	6 3/4	10	.125	BI	3/4F	S	34	9	No	PA	Y
114, 114X, & 118.....	'48	1 1/2	6 3/4	10	.125	BI	3/4F	S	34	9	No	PA	Y
Mercury.....	'49	—	6 3/4	10	1/8	BI	HypSF	H	43	11	Sh	Sh	N
Mercury.....	'50	1 1/4	6.75	10	.125	BI	3/4F	HG	43	11	Sh	—	—
Mercury.....	'51	1 1/4	6.75	10	.125	BI	3/4F	HG	43	11	Sh	Sh	N
Mercury.....	'52	1-1 1/2	6.75	10	.125	BIO	Hyp-SF	H	41	11	Sh	Sh	N
Mercury.....	'53	1 1/2	6.75	10	.125	BIO	SF	H	39	10	Sh	Sh	N
<b>METEOR</b>													
Meteor.....	'49	—	6	9.5	3/8	BI	HypSF	H	41	11	Sh	Sh	N
Meteor.....	'50	1 1/4	6	9.5	.125	BI	3/4F	HG	41	11	Sh	22-28	—
Meteor.....	'51	1 1/4	6	9.5	.125	BI	3/4F	HG	41	11	Sh	22-28	—
Customline.....	'52	1-1 1/2	6.75	10.00	.125	BIO	Hyp-SF	H	39	10	Sh	Sh	N
Mainline.....	'52	1-1 1/2	6.00	9.75	.125	BIO	Hyp-SF	H	39	10	Sh	Sh	N
Mainline.....	'53	1 1/2	6.0	9.5	.125	BIO	SF	H	39	10	Sh	Sh	N
Customline.....	'53	1 1/2	6.75	10	.125	BIO	SF	H	39	10	Sh	Sh	N
<b>MG (English)</b>													
T.C.....	'48	3/4-1	5.0	7.25	.13	SM	3/4F	S	—	—	—	—	—
Series Y.....	'49	3/4-1	5.0	7.25	.13	SM	3/4F	S	36	7	—	—	—
Series TD.....	'50	1	5.0	7.25	.13	sm	SF	Hyl	41	8	Sh	—	N
Series Y.....	'50	1	5.0	7.25	.13	sm	3/4F	S	36	7	—	—	N
Midget Series 'TD'.....	'51	1	5.00	7.25	.13	SM	SF	H	41	8	Sh	—	N
1 1/4 Litre Series 'Y'.....	'51	1	5.00	7.25	.13	SM	3/4F	S	36	7	—	—	N
Midget TD, YB .. '52-'53	'53	1	5.75	8.00	.125	SM	SF	H	41	8	Sh	Sh	N
<b>MONARCH</b>													
V-8.....	'47	1 1/2	6 3/4	10	.125	BI	3/4F	S	34	9	No	P	Y
V-8.....	'48	1 1/2	6 3/4	10	.125	BI	3/4F	S	34	9	No	P	Y
V-8.....	'49	—	6 3/4	10	1/8	BI	HypSF	H	43	11	Sh	Sh	N
V-8.....	'50	1 1/4	6 3/4	10	.125	BI	3/4F	HG	43	11	Sh	—	—
V-8.....	'51	1 1/4	6 3/4	10	.125	BI	3/4F	HG	43	11	Sh	—	—
V-8.....	'52	1-1 1/2	6.75	10	.125	BIO	Hyp-SF	H	41	11	Sh	Sh	N
V-8.....	'53	1 1/2	6.75	10	.125	BIO	SF	H	39	10	Sh	Sh	N
<b>MORRIS (English)</b>													
Minor.....	'48	3/4	4.25	6.25	.125	sm	SF	Hy	41	9	Sh	Sh	N
Oxford.....	'48	1	5.00	7.25	.13	sm	SF	Hy	M	M	Sh	Sh	N
8 Series E.....	'49	3/4-1	—	—	—	SM	3/4F	S	37	7	Sh	—	—
10 Series M.....	'49	3/4-1	—	—	—	SM	3/4F	S	37	7	N	—	—
Six.....	'49	1	6.13	9.15	.15	sm	SF	Hy	41	10	Sh	Sh	N
Minor.....	'49	3/4	4.25	6.25	.125	sm	SF	Hy	41	9	Sh	Sh	N
Oxford.....	'49	1	5.00	7.25	.13	sm	SF	Hy	M	M	Sh	Sh	N
Minor.....	'50	3/4	4.25	6.25	.125	sm	SF	Hy	41	9	Sh	Sh	N



## CLUTCH, TRANSMISSION AND REAR AXLE

Make and Model	Year	Pedal Lash at Pedal Pad	Clutch Facing— Inside Diameter	Clutch Facing Outside Diameter	Facing—Thickness	Type of Gearing	Rear Axle—Type	Type of Gearing	No. teeth—Ring Gear	No. teeth—Pinion	Pinion Adjustment	Pinion Bearing Adjustment	Pinion Bearing in Sleeve?
<b>MORRIS (English) (Continued)</b>													
Six	'50	1	6.13	9.15	.15	sm	SF	Hy	41	10	Sh	Sh	N
Oxford	'50	1	5.00	7.25	.13	sm	SF	Hy	M	M	Sh	Sh	N
Minor	'51	1/2	4.25	6.25	.125	SM	SF	H	41	9	Sh	Sh	N
Oxford	'51	1/2	5.00	7.25	.13	SM	SF	H	39	8	Sh	Sh	N
Six	'51	1/2	6.13	9.15	.15	SM	SF	H	41	9	Sh	Sh	N
Minor	'52 '53	1/2	4.25	6.25	.125	SM	SF	H	41	9	Sh	Sh	N
Oxford	'52 '53	1/2	5.00	7.25	.13	SM	SF	H	39	8	Sh	Sh	N
Six	'52 '53	1/2	6.13	9.15	.15	SM	SF	H	41	9	Sh	Sh	N
Minor Series II	'53	3/4	6 1/4	—	—	sm	SF	H	—	—	Sh	—	N
<b>NASH</b>													
Series 4740	'47	1	5 3/8	8	—	BI	SF	H	37	9	Sh	Sh	N
Series 4760	'47	1	—	10	—	BI	SF	H	41	10	Sh	Sh	N
Series 4840	'48	1/2-1 1/4	5 1/4	8	5/32	EI	SF	H	37	9	Sh	Sh	N
Series 4860	'48	1/2-1 1/4	7	10	5/32	EIO*	SF	H	41	10	Sh	Sh	N
Series 4940	'49	—	5 3/8	8	2 1/8	EI	SF	H	35	8	Sh	Sh	N
Series 4960	'49	—	7	10	2 1/8	EI	SF	H	41	10	Sh	Sh	N
Canadian Statesman	'50	1 1/2-3/4	5 3/8	8	2 1/8	HE	SF	H	40	9	Sh	Sh	N
Statesman (U.S.)	'50	1 1/2-3/4	—	—	2 1/8	EI	SF	H	35n	8n	Sh	Sh	N
Ambassador (U.S.)	'50	1 1/2-3/4	7	10	2 1/8	EI	SF	H	41nn	10nn	Sh	Sh	N
Rambler (U.S.)	'50	1 1/2-3/4	—	—	2 1/8	EI	SF	H	34r	9r	Sh	Sh	N
Canadian Statesman	'51	1 1/2-3/4	5 3/8	8	2 1/8	HE2	SF	H	41	10	Sh	Sh	N
Series 5210	'52	—	5 3/8	8	2 1/8	EI	SF	H	34	9	Sh	Sh	N
Series 5240	'52	—	5 3/8	8	2 1/8	EI	SF	H	35	8	Sh	Sh	N
Series 5260	'52	—	7	10	2 1/8	EI	SF	H	41	10	Sh	Sh	N
All Stat., Rambler	'53	1 1/2-3/4	5 3/8	8	2 1/8	EI	SF	H	35n(1)8n(1)	10n(1)	Sh	Sh	N
All Ambassador	'53	1 1/2-3/4	7	10	2 1/8	EI	SF	H	41(13)	10(13)	Sh	Sh	N
<b>OLDSMOBILE</b>													
Six	'47	3/4-1	6	9 1/4	.125	BI & HT	SF	H	**	**	Sh	@	—
Eight	'47	3/4-1	7	10	.125	BI & HT	SF	H	**	**	Sh	@	—
Six	'48	3/4-1	6	9 1/4	.125	BI & HT	SF	H	**	**	Sh	@	—
Eight	'48	3/4-1	7	10	.125	BI & HT	SF	H	**	**	Sh	@	—
Six	'49	—	7	10	.125	—	SF	H	41	10	Sh	@	N
Eight	'49	—	—	—	—	—	SF	H	42	13	Sh	@	N
Six ("76")	'50	—	7	10	.125	—	SF	H	41	10	Sh	Nut	N
Eight ("88")	'50	—	7	10.5	.137	—	SF	H	40	11	Sh	Nut	N
Eight ("88")	'51	1-1 1/4	7	10.5	.136	HE	SF	H	40	11	Sh	Nut	N
Eight	'52	—	7.00	10.5	.136	HE 2	SF	H	42	13	Sh	Nut	N
All Models	'53	1 3/8-1 3/8	7	10.5	.136	EI	SF	H	40(14)	11(14)	Sh	Nut	N
<b>PACKARD</b>													
2100	'47	1 1/2-2	6	9 1/2	.125	HE	SF	HG	43	10	.003-.005	N	N
2101 & 2111	'47	1 1/2-2	6	10	.125	HE	SF	HG	41	10	.003-.005	N	N
2103, 2106 & 2126	'47	1 3/4-2 1/4	6 3/8	11	.125	HE	SF	HG	47	12	.003-.005	N	N
2130	'47	1 3/4-2 1/4	6 3/8	11	.125	HE	SF	HG	47	12	.003-.005	N	N
2201, 2211	'48	1 1/4-1 1/2	6 3/4	10	.125	Sel	SF	HG	39	10	.003-.005	PD	N
2202, 2232	'48	1 1/4-1 1/2	7	10 1/2	.125	Se	SF	HG	39	10	.003-.005	PD	N
2206, 2233	'48	1 1/4-1 1/2	7	11	.125	Se	SF	HG	47	12	.003-.005	PD	N
2301	'49	1 1/4-1 1/2	6 3/4	10	.125	U	SF	HG	39	10	No	PD	N
2302, 2332	'49	1 1/4-1 1/2	7	10 1/2	.125	U	SF	HG	39	10	No	PD	N
2306, 2333	'49	1 1/4-1 1/2	7	11	.125	U	SF	HG	39	11	No	PD	N
2301	'50	1 1/4-1 1/2	6 3/4	10	.125	U	SF	HG	39	10	No	PD	N
2302, 2332	'50	1 1/4-1 1/2	7	10 1/2	.125	U	SF	HG	39	10	No	PD	N
2306, 2333	'50	1 1/4-1 1/2	7	11	.125	U	SF	HG	39	11	No	PD	N
200 & 200 Del. 2401	'51	1 1/4-1 1/2	6 3/4	10	.125	BI & UT	SF	HG	39	10	No	N	N
300 2402	'51	1 1/4-1 1/2	7	10 1/2	.125	BI & UT	SF	HG	39	10	No	N	N
400 Patrician 2406	'51	No clutch	—	—	—	UT	SF	HG	39	11	No	N	N
200, 2501	'52	1 1/4-1 1/2	6 3/4	10	.125	BI-UT	SF	HG	39	10	No	N	N
250, 2531, 300, 2502	'52	1 1/4-1 1/2	7	10 1/2	.125	BI-UT	SF	HG	39	10	No	N	N
400, 2506	'52	(No clutch)	—	—	—	UT	SF	HG	39	11	No	N	N



## CLUTCH, TRANSMISSION AND REAR AXLE

Make and Model	Year	Pedal Lash at Pedal Pad	Clutch Facing— Inside Diameter	Clutch Facing— Outside Diameter	Facing—Thickness	Type of Gearing	Rear Axle—Type	Type of Gearing	No. teeth—Ring Gear	No. teeth—Pinion	Pinion Adjustment	Pinion Bearing Adjustment	Pinion Bearing in Sleeve?
<b>PACKARD (Continued)</b>													
2601.....	'53	11½	6¾	10	.125	B1	SF	H	39	10	No	No	N
2602, 2611, 2631.....	'53	11½	7	10½	.125	B1	SF	H	39	10	No	No	ZZZ
2606.....	'53	NA	—	—	—	D	SF	H	39	11	No	No	ZZZ
2626.....	'53	11½	7	10½	.125	B1	SF	H	41	9	No	No	ZZZ
2633.....	'53	11½	6¾	10	.125	B1	SF	H	41	9	No	No	ZZZ
2613.....	'53	11½	7	10½	.125	B1	SF	H	50	11	No	No	ZZ
<b>PLYMOUTH</b>													
P-15.....	'47	1	6	9¼	.125	E1	SF	H	39	10	SS	Sh	N
P-15.....	'48	1	6	9¼	.125	E1	SF	H	39	10	SS	Sh	ZZ
P-17, P-18.....	'49	1	6	9¼	.125	E1	SF	H	39	10	SS	Sh	ZZ
P-19, P-20.....	'50	1	6	9¼	.125	E1	SF	H	39	10	SS	Sh	ZZ
P-22, P-23.....	'51	1	6	9¼	.125	E1	SF	H	41c	11c	SS	Sh	ZZ
P22, P23.....	'52	1	6	9¼	.125	E1	SF	H	41	11	SS	Sh	ZZ
P-24.....	'53	1	6	9¼	.125	HE	SF	H	41	11	Sh	Sh	ZZ
<b>PONTIAC</b>													
Six.....	'47	1	6	9½	.125	SM	SF	H	✱	✱	Sh	@	—
Eight.....	'47	1	6	9½	.125	SM	SF	H	✱	✱	Sh	@	—
Six.....	'48	1	6	9½	.125	SM	SF	H	✱	✱	Sh	@	—
Eight.....	'48	1	6	9½	.125	SM	SF	H	✱	✱	Sh	@	—
Six 2000, 2200, 2500.....	'49	—	6	9½	⅜	HE2	SF	H	41(p)	10	No	Sc	ZZ
Eight.....	'49	—	6	9½	⅜	HE2	SF	H	41	10	Sh	Sc	ZZ
Six 2000, 2200, 2500.....	'50	—	6	9.5	⅜	HE2	SF	H	41	10	Sh	Sc	ZZ
Eight-2700.....	'50	—	6¾	10	⅜	HE2	SF	H	39	10	Sh	Sc	ZZ
Six.....	'51	—	6.0	9.5	.125	HE	SF	H	41	10	Sh	Sc	ZZ
Eight.....	'51	—	6.75	10.0	.125	HE	SF	H	41	10	Sh	Sc	ZZ
Six.....	'52	—	6.00	9.50	.125	HE 2	SF	H	39	10	—	—	ZZ
Eight.....	'52	—	6.75	10.00	.125	HE 2	SF	H	39	10	Sh	No	ZZ
20-2200 Series.....	'53	1	6	9½	.125	SM	SF	H	39	11	Sh	No	ZZ
2000 Powerglide.....	'53	—	—	—	—	—	SF	H	41	10	Sh	No	ZZ
2500.....	'53	1	6	9½	.125	SM	SF	H	41	10	Sh	No	ZZ
2500 Hydramatic.....	'53	—	—	—	—	—	SF	H	40	13	Sh	No	ZZ
2700 Series.....	'53	1	6¾	10	.125	SM	SF	H	39	10	Sh	No	ZZ
2700 Hydramatic.....	'53	—	—	—	—	—	SF	H	40	13	Sh	No	ZZ
N.B. Fleetleaders (1941-2-6-7-8) are 20 and 22 Series; Torpedo 6 & 8 (1941-2-6-7-8) are 25 and 27 Series respectively. Streamliner 6 & 8 (1941-2-6-7-8) are 26 and 28 Series respectively; Streamliner 6 & 8 (1948) not distributed in Canada.													
<b>PREFECT (English)</b>													
Four Cylinder.....	'49	5/8-3/4	4½	7.38	.1355-.1385	B1	¾F	S	33	6	No	Y	N
Four Cylinder.....	'50	5/8-3/4	4.50	7.38	.132-.142	D	¾F	S	33	6	A	Sc	N
Four Cylinder.....	'51	5/8-3/4	4.50	7.38	.132-.142	D	¾F	S	33	6	A	Sc	N
Four Cylinder.....	'52	5/8-3/4	4.5	7.38	.132-.142	D	¾F	S	33	6	A	Sh	SC
<b>RILEY (English)</b>													
100 hp. 2½-Litre.....	'49	¾-1	6.75	9.87	.14	SM	SF	S	—	—	—	—	—
1½ Litre.....	'46-'50	¾	5.25	8.00	.125	smJ	SF	S	44	9	—	—	—
2½ Litre.....	'47-'50	¾	6.75	9.87	.14	J	SF	S	37	9	—	—	—
1½ Litre.....	'51	¾	5.25	8.00	.125	hm	SF	S	44	9	Sh	N	N
2½ Litre.....	'51	¾	6.75	9.87	.14	hm	SF	S	37	9	ss	N	Y
1½ Litre.....	'52-'53	¾	5.25	8.00	.125	hm	SF	S	44	9	Sh	N	N
2½ Litre.....	'52-'53	¾	6.75	9.87	.14	hm	SF	S	37	9	SS	N	Y
<b>ROVER (English)</b>													
75.....	'49	¾	—	9	—	Ro	SF	S	47	10	Sh	Sh	—
75.....	'50	.75	6.125	9	.375	HE	SF	S	43	10	Sh	Sh	N
Land Rover.....	'50	.75	6.125	9	.330	HE	SF	S	47	10	Sh	Sh	Y
75.....	'51-'52-'53	.75	6.125	9	.375	HE	SF	S	43	10	Sh	Sh	N
Land Rover.....	'51-'52-'53	.75	6.125	9	.330	HE	SF	S	47	10	Sh	Sh	Y



## CLUTCH, TRANSMISSION AND REAR AXLE

Make and Model	Year	Pedal Lash at Pedal Pad	Clutch Facing— Inside Diameter	Clutch Facing Outside Diameter	Facing—Thickness	Type of Gearing	Rear Axle—Type	Type of Gearing	No. teeth—Ring Gear	No. teeth—Pinion	Pinion Adjustment	Pinion Bearing Adjustment	Pinion Bearing in Sleeve?
<b>STUDEBAKER</b>													
Champion 6G.....	'47	1	5 $\frac{3}{8}$	8	1 $\frac{1}{8}$	SM	SF	H	41	10	Sh	Sh	N
Commander 14A.....	'47	1	6	9 $\frac{1}{4}$	1 $\frac{1}{8}$	SM	SF	H	45	11	Sh	Sh	N
Champion 7G.....	'48	1 $\frac{1}{2}$ -1	5 $\frac{3}{8}$	8	.125	HE	SF	H	41	10	Sh	Sh	N
Commander 15A.....	'48	1 $\frac{1}{2}$ -1	6	9 $\frac{1}{4}$	.125	HE	SF	H	45	11	Sh	Sh	N
Champion 8-G.....	'49	3 $\frac{3}{4}$ -1	5 $\frac{3}{8}$	8	.125	HE	SF	H	41	10	Sh	Sh	N
Commander 16-A.....	'49	3 $\frac{3}{4}$ -1	6	9 $\frac{1}{4}$	.125	HE	SF	H	45	11	Sh	Sh	N
Champion 9G.....	'50	3 $\frac{3}{4}$ -1	5 $\frac{3}{8}$	8	1 $\frac{1}{8}$	SM	SF	H	41	10	Sh	Sh	N
Commander 17A.....	'50	3 $\frac{3}{4}$ -1	6	9 $\frac{1}{4}$	1 $\frac{1}{8}$	SM	SF	H	45	11	Sh	Sh	N
Champion 10G.....	'51	1 $\frac{1}{2}$ -1	5 $\frac{3}{8}$	8	.125	SM	SF	H	41	10	Sh	Sh	N
Commander V-8.....	'51	1 $\frac{1}{2}$ -1	6	9 $\frac{1}{4}$	.125	SM	SF	H	45	11	Sh	Sh	N
12G Champion.....	'52	1 $\frac{1}{2}$ -1	5 $\frac{3}{8}$	8	1 $\frac{1}{8}$	BI	SF	H	41	10	Sh	Sh	N
3H Commander.....	'52	1 $\frac{1}{2}$ -1	6	9 $\frac{1}{4}$	1 $\frac{1}{8}$	BI	SF	H	45	11	Sh	Sh	N
14C.....	'53	1 $\frac{1}{2}$ -1	5 $\frac{3}{8}$	8	1 $\frac{1}{8}$	BI	SF	H	41	10	Sh	Sh	N
4H.....	'53	1 $\frac{1}{2}$ -1	6	9 $\frac{1}{4}$	1 $\frac{1}{8}$	BI	SF	H	45	11	Sh	Sh	N
<b>SUNBEAM TALBOT</b> (English)													
90.....	'49	—	—	9	—	—	SF	S	—	—	—	—	—
90.....	'50	3 $\frac{3}{4}$	6.13	9.16	1 $\frac{1}{4}$	hm	SF	SB	—	—	Sh	Sh	N
90 II.....	'51-'52-'53	1	6.13	9.16	14	hm	SF	HG	39	10	Sh	Sh	N
<b>TRIUMPH</b> (English)													
Series TRD (1800)....	'47-'48	5-8	—	—	5 $\frac{1}{16}$	SM	SF	H	—	—	—	—	—
Series TRA.....	'49	1-2	—	—	5 $\frac{1}{16}$	SM	H	H	—	—	—	—	—
TRA.....	'51	1-2	—	—	5 $\frac{1}{16}$	SM	H	H	—	—	—	—	—
Mayflower.....	'53	3 $\frac{1}{2}$	4 $\frac{1}{16}$	7 $\frac{1}{4}$	3 $\frac{1}{8}$	BI	SF	H	41	8	—	Sh	N
<b>VANGUARD</b> (English)													
Sedan & Est. Car.....	'49	5 $\frac{3}{8}$	6.12	9.15	.150	BI	H	SF	37	8	Sh	—	—
Sedan & Est. Car.....	'50	5 $\frac{3}{8}$	6.12	9.15	.150	BI	H	SF	37	8	Sh	—	—
Sedan & Est. Car.....	'51	5 $\frac{3}{8}$	6.12	9.15	.150	BI	H	SF	37	8	Sh	—	—
Standard.....	'53	5 $\frac{3}{8}$	6.12	9.15	.15	BI	SF	H	37	8	—	Sh	N
<b>VAUXHALL LIP</b> (English)													
Velox.....	'49	1	5 $\frac{3}{4}$	8	1 $\frac{1}{8}$	BI	SF	S	33	8	Sh	Y	N
Velox.....	'50	1	5 $\frac{3}{4}$	8	1 $\frac{1}{8}$	BI	SF	S	33	8	Sh	Y	N
Velox.....	'51	1	5 $\frac{3}{4}$	8	1 $\frac{1}{8}$	BI	SF	S	33	8	Sh	Y	N
Velox.....	'52-'53	1	5 $\frac{3}{4}$	8	1 $\frac{1}{8}$	BI	SF	S	33	8	Sh	Y	N
<b>WILLYS</b>													
CJ-2A.....	'49	1 $\frac{1}{4}$	5 $\frac{1}{8}$	8 $\frac{1}{2}$	.132	HE	SF	H	43	8	Sh	Sh	N
2WD & 4WD.....	'49	3 $\frac{3}{4}$	5 $\frac{1}{8}$	8 $\frac{1}{2}$	.132	HE	SF	SB	43	8	Sh	Sh	N
4 63 & 6 63.....	'49	3 $\frac{3}{4}$	5 $\frac{1}{8}$	8 $\frac{1}{2}$	.132	HE	SF	H	43 <sup>w</sup>	8	Sh	Sh	N
CJ-3A.....	'49	1 $\frac{1}{4}$	5 $\frac{1}{8}$	8 $\frac{1}{2}$	.132	HE	SF	H	43	8	Sh	Sh	N
4-73 Sta. Wgn.....	'50	—	5 $\frac{1}{8}$	8 $\frac{1}{2}$	.132-.138	HE	SF	H	43	8	Sh	Sh	N
4x4-63 Sta. Wgn.....	'50	—	—	8 $\frac{1}{2}$	—	—	SF	H	—	—	—	—	—
6-73 Sta. Wgn.....	'50	—	5 $\frac{1}{8}$	8 $\frac{1}{2}$	.132-.138	HE	SF	H	43	8	Sh	Sh	N
4-73 VJ Jeepster.....	'50	—	5 $\frac{1}{8}$	8 $\frac{1}{2}$	.132-.138	HE	SF	H	41	9	Sh	Sh	N
6-73 VJ Jeepster.....	'50	—	5 $\frac{1}{8}$	8 $\frac{1}{2}$	.132-.138	HE	SF	H	41	9	Sh	Sh	N
4-73 & 6-73 VJ.....	'51	—	5 $\frac{1}{8}$	8 $\frac{1}{2}$	.132-.138	HE	SF	H	43	8	Sh	Sh	N
4x4-63 Sta. Wgn.....	'51	—	—	8 $\frac{1}{2}$	—	—	SF	H	—	—	—	—	—
4-73VJ & 6-73VJ.....	'51	—	5 $\frac{1}{8}$	8 $\frac{1}{2}$	.132-.138	HE	SF	H	41	9	Sh	Sh	N
All Models.....	'52-'53	1	5 $\frac{1}{8}$	8 $\frac{1}{2}$	.135	HE	SF	H	41	10	Sh	Sh	N
CJ3B Jeep.....	'53	3 $\frac{3}{4}$ -1	5 $\frac{3}{8}$	8 $\frac{1}{2}$	.135	HE	SF	H	43	8	Sh	Sh	N
<b>WOLSELEY</b> (English)													
Four-Fifty.....	'49	3 $\frac{3}{4}$ -1	5.75	8.00	.125	SM	—	—	—	—	—	—	—
Six-Eighty.....	'49	3 $\frac{3}{4}$ -1	6.13	9.15	.15	SM	—	—	—	—	—	—	—
Six-Eighty.....	'48-'50	1	6.13	9.15	.15	sm	SF	H	41	10	Sh	Sh	N
Four-Fifty.....	'48-'50	1	5.75	8.00	.125	sm	SF	H	41 <sup>w</sup>	9 <sup>w</sup>	Sh	Sh	N
Four-Fifty.....	'51	1 $\frac{1}{2}$	3.75	8.00	.125	hm	SF	H	39	8	Sh	Sh	N
Six-Eighty.....	'51	1 $\frac{1}{2}$	6.13	9.15	.15	hm	SF	H	41	9	Sh	Sh	N
Four-Fifty.....	'52-'53	1 $\frac{1}{2}$	5.75	8.00	.125	hm	SF	H	39	8	Sh	Sh	N
Six-Eighty.....	'52-'53	1 $\frac{1}{2}$	6.13	9.15	.15	hm	SF	H	41	9	Sh	Sh	N



## CLUTCH, TRANSMISSION AND REAR AXLE

Make and Model	Year	Pedal Lash at Pedal Pad	Clutch Facing— Inside Diameter	Clutch Facing— Outside Diameter	Facing—Thickness	Type of Gearing	Rear Axle—Type	Type of Gearing	No. teeth—Ring Gear	No. teeth—Pinion	Pinion Adjustment	Pinion Bearing Adjustment	Pinion Bearing in Sleeve?
<b>ZEPHYR (English)</b>			<b>CLUTCH</b>			<b>TRANS.</b>			<b>REAR AXLE</b>				
Six.....	'52	5/8-3/4	5.25	8.0	.132-.142	HE 2	3/4F	H	35	8	Sh	N	
Six Cylinder.....	'53	NA	5.25	8	.132-.142	SM	3/4F	H	35	8	SS	Sh	N

## ABBREVIATIONS

a—Seven passenger sedan, 43 teeth in ring gear.  
 @—Controlled by adjustment of pinion flange retaining nut which must be tightened until pre-load friction to turn pinion is 27 to 35 inch pounds.

A—Preload 6-8 pounds.

BI—Constant mesh helical gears with synchronous meshing of 2nd and 3rd gears. (Ford products not constant mesh gears).

BIO—Constant mesh helical gears with synchronous meshing of 2nd and 3rd gears and overdrive.

BIO\*—Constant mesh helical gears with synchronous meshing of 2nd and 3rd gears and overdrive. Optional at extra cost.

c—D34, 7 pass. sedan 43 teeth ring gear, 10 pinion. D35, D36, 39 teeth ring gear, 10 pinion.

C—Conventional.

CS—Collapsible spacer.

D—Constant mesh helical gears on forward speeds.

E—Constant mesh helical gears on 2nd.

EI—Constant mesh helical gears on 2nd, with synchronous meshing of 2nd and 3rd gears.

EIO\*—Constant mesh helical gears on 2nd, synchronous meshing of 1st, 2nd and 3rd with overdrive. Optional at extra cost.

f—3.73-1.41; 4.09-1.45; 4.27-1.47.

ff—3.73-1.11; 4.09-1.11; 4.27-1.11.

F—One inch preferred.

3/4F—Three quarters floating.

hm—Constant mesh 2nd, 3rd, 4th. Synchro 2nd, 3rd, 4th.

H—Hypoid.

HE—Helical.

HE2—Constant mesh gears on second. All gears helical. Synchromeshing of 2nd and 3rd.

HC—Hypoid gears, final drive.

Hy1—Hypoid 1" offset.

HM—Pinion adjustment—.006 backlash.

HT—Hydra-matic drive.

HyB—Hypoid bevel.

Hyp SF—Hypoid, semi-floating.

J—Constant mesh helical with synchromesh 2nd, 3rd and top.

K—Borg and Beds .122-.128; Auburn .112-.118.

m—41 teeth ring gear up to chassis no. 36901 RHD, 40942 LHD, 39 teeth after.

M—9 teeth in pinion up to chassis no. 36901 RHD, 40942 LHD, 8 Teeth after.

nn—Overdrive (optional) 39 teeth ring gear, 8 pinion.

nn—Overdrive (optional) 40 teeth ring gear, 9 pinion.

Hydra-matic 39 ring, 11 pinion.

N—No.

O—Overdrive.

p—Preload.

(p)—39 teeth on series 2000, 2200.

P—Herringbone gears on 2nd.

PA—Preload 12-16 inch pounds.

PC—Preload 18-20 pounds.

r—Overdrive optional.

R—Royal Windsor 41 ring, 11 pinion.

RP—4.27<sup>51</sup>; 4.09<sup>51</sup>; 3.7<sup>51</sup>; 3.9<sup>51</sup>; 4.55<sup>51</sup>.

s—Scut gear.

ss—Screwed sleeve. Spring scale in flange bolt hole.

sm—Synchromesh 2nd, 3rd and top.

(s)—D30, 7 passenger sedan, ring 43, pinion 10.

S—Spiral bevel.

SB—Spiral bevel worm-hypoid.

Sc—Screw.

Sel—Selective silent synchronized.

SF—Semi-floating.

Sh—Shim.

Sh<sup>3</sup>—Shims .003 preload.

ShX—Shims 2 inch pounds preload.

SH—Spiral hypoid

SM—Synchro-mesh helical gears.

SS—Shims for axial position; spacer for preloading.

ST—Hydraulically operated 4-speed transmission helical gears on all speeds. (\$ Simplimatic).

U—Unimesh.

w—Model 463, VJ-2, has 39 tooth ring gear.

W—41 teeth ring gear to chassis 5351 RHD and 6640 LDH; 39 after. 9 teeth pinion and 8 after.

x—Models 1903, 1906-47; Models 1904, 1907-45; Models No. Teeth Oldsmobile (8);

Ring Gear	Pinion	
43	10	78, 98 series except H.T.
40	11	98 series H.T.
41	12	78 series H.T.

†—Standard equipment 61, 62 and 60S, 75-economy axle. 47 and standard equipment 75 and 75 commercial.

❖—No. teeth, ring gear 39 (Series 2000-2200); 41 (Series 2500-2700); 43 (Series 1600, 2800).

❖❖—No. teeth, pinion-10 (Series 2000, 2200, 2500, 2700) std.; 10 (Series 2600, 2800) std.

Ø—Plus or Minus .003.

1905, 1908-48.

y—Models 1903, 1906-12; Models 1904, 1907-11; Models 1905 1908-11.

Y—Yes.

\*—Series 51, 52 with overdrive, vacuumotive drive and Hudson Drive Master-6<sup>5</sup>/<sub>8</sub>x10.

\*\*—No. Teeth=Oldsmobile (6);

Ring Gear	Pinion	
41	10	3500 series except H.T.
43	10	7600 series except H.T.
40	11	7600 series H.T.
	12	3500 series H.T.

(1)—Shims .003 & .005 as required.

(2)—36 to Chassis 1020, 41 from 1021 on.

(3)—7 to Chassis 1020, 8 from 1021 on.

(4)—47 with Dynaflo transmission.

(5)—Average .018.

(6)—With overdrive 41.

(7)—With overdrive 9.

(8)—13 with Dynaflo transmission.

(9)—Overdrive and hydramatic optional.

(10)—With overdrive—50 teeth in ring gear, 11 in pinion. With Hydramatic—43 teeth in ring gear, 13 in pinion.

(11)—Statesman (standard and O/D) and Rambler O/D. Standard Rambler has 34 and 9 teeth in ring, pinion gears. Both models have 43 teeth and 13 teeth when equipped with Hydramatic transmission.

(12)—Overdrive has 9, Hydramatic 13 teeth pinion gear.

(13)—Overdrive—40 teeth ring gear.

(14)—Hydramatic—42 teeth in ring gear, 13 teeth in pinion.



## BATTERY, STARTING MOTOR AND GENERATOR

Make and Model	Year	Battery—Amp. Hr. Capacity	Bench Charging Rate— Finish	Terminal Grounded	Starting Motor—Make	Lock Test—Amp. Draw	Lock Test—Volts	Lock Test—Torque (ft.-lbs.)	Drive Type	Generator—Make	Cutout Relay— Volts to Close	Cutout Relay— Amps. to open	Type Generator Regulation	Maximum Charging Rate—Amps.	Maximum Charging Rate—Volts
<b>ANGLIA (English)</b>															
Four Cylinder	'49	82	—	P	O	500	4.0	9.0	Bend	O	7.2-7.9	3.0	VR	26.3	7.0
Four Cylinder	'50	87	6.0	P	L	575	4.0	9.0	Man	L	6.5	—	VR	26.3	7.0
Four Cylinder	'51	87	6.0	P	L	575	4.0	9.0	Bend	L	6.5	—	VR	26.3	7.0
Four Cylinder	'52	87	6.0	P	L	575	4.0	9.0	Bend	L	6.5	NA	VR	26.3	7.0
<b>AUSTIN (English)</b>															
A-40 Devon & Dorset	'48	51-10	6.0	P	L	335	8.0	9.3	Man	L	12.7-13.3	—	VR	—	—
A-10 Devon & Dorset	'50	51-10	5.0	P	L	300-350	8.0	9.3	Man	L	—	—	VR	—	—
A-125 Sheerline	'51	70	5	P	L	450-500	6.5-7	21.0	Bend	L	12.7-13.3	9-10	CVC 20(aaa)	16x	16x
A-90 Atlantic	'51	63	5	P	L	450-500	7-7.5	15.5	Bend	L	12.7-13.3	9-10	CVC 13(aa)	16x	16x
A-70 Hereford	'51	63	5	P	L	450-500	7-7.5	15.5	Bend	L	12.7-13.3	9-10	CVC 13(aa)	16x	16x
A-40 Devon	'51	51	5	P	L	300-350	7.5-8	9.3	Bend	L	12.7-13.3	9-10	CVC 17(a)	16x	16x
A-40 Somerset	'52	51	5	P	L	300-350	8.00	9.3	Bend	L	12.7-13.3	9-10	VR	—	16x
A-70 Hereford	'52	63	5	P	L	450-500	7.75	15.5	Bend	L	12.7-13.3	9-10	VR	—	16x
A-70 Hereford	'53	72½	3.5	P	L	440-460	7.0-	17	(1)	L	12.7-13.3-3.5	VR	20	15.8-	16.4
A-40 Somerset	'53	58½	2.9	P	L	325-345	7.7-	9.3	(1)	L	12.7-13.3-3.5	VR	(2)	15.8-	16.4
A-30	'53	36½	1.8	P	L	325-345	7.7-	9.3	(1)	L	12.7-13.3-3.5	VR	(2)	15.8-	16.4
<b>BUICK</b>															
Series 40	'47	100	7.0	N	DR	575	3.4	12	ORC	DR	6.2-6.7	0.4	RC	32-34H	7.2-7.4H
Series 50	'47	100	7.0	N	DR	575	3.4	12	ORC	DR	6.2-6.7	0.4	RC	32-34H	7.2-7.4H
Series 70	'47	120	7.0	N	DR	600	3.0	16	ORC	DR	6.2-6.7	0.4	RC	32-34H	7.2-7.4H
Series 40, 50, 70	'48	(Not distributed in Canada)													
Series 40, 50, 70	'49	(Not distributed in Canada)													
Series 40, 50, 70	'50	(Not distributed in Canada)													
Series 40 Custom	'51	100-20C	N	DR	525	3.37	12	ORC	DR	6.1-6.8*-1-6	RC	40H●	8□		
Series 50, 70	'51	(Not distributed in Canada)													
Series 40, 50	'52	—	—	N	DR	525	3.37	12	ORC	DR	5.9-6.7	-1 to -6	RC	45-51	7.2-7.7
Series 70	'52	—	—	N	DR	600	3.00	16	ORC	DR	5.9-6.7	-1 to -6	RC	45-51	7.2-7.7
Series 40	'53	100	5	N	DR	550	3.25	12	ORC	DR	5.9-6.7	-1 to -6	RC	45-51	7.2-7.6
Series 50, 70	'53	—	—	N	DR	460	5.2	11.5	ORC	DR	12.8	-1 to -6	RC	27-33	14.5
<b>CADILLAC</b>															
Eight	'47	115	8.0	N	DR	600	3.0	16	ORC	DR	6.4-6.9	0.4@	RC	34-36	8.0
V-8	'48	(Not distributed in Canada)													
V-8	'49	(Not distributed in Canada)													
V-8	'50	(Not distributed in Canada)													
V-8	'51	(Not distributed in Canada)													
All Models	'52	—	—	N	DR	600	3.00	14	ORC	DR	5.9-6.8	0.4	RC	45-51	7.0-7.5
All Models	'53	—	—	N	DR	460	5.2	11.5	SA	DR	12.8	0.4	RC	30	14.5
<b>CHEVROLET</b>															
Six	'47	100	7.0	N	DR	525	3.4	12	ORC	DR	6.2-6.7	0.4	RC	35.0	7.2-7.4†
Six	'48	100	7.0	N	DR	525	3.4	12	ORC	DR	6.4	0.4	RC	36.0	7.4
Six	'49	100	7.0	N	DR	525	3.4	12	ORC	DR	5.9-6.8q	0.4	RC	32-40G	7.0-7.7†
Six	'50	100	7.0	N	DR	525	3.4	12	ORC	DR	5.9-6.8q	0.4	RC	34-40-G	7.0-7.7
Six	'51	100	7.0	N	DR	525	3.4	12	ORC	DR	6.4	0.4	RC	35	7.4
All Models	'52	—	—	N	DR	525	3.4	12	ORC	DR	6.4/800	0.4	RC	35	7.4
All Models	'53	100	5	N	DR	525	3.4	12	ORC	DR	6.4	0.4	RC	45	7.4
<b>CHRYSLER</b>															
C-38W, C-38S	'47-'48	120½	6.0	P	AL	580	3.4	14-16	ORC	AL	6.6-6.9	2-6	RC	35.0	8.0
Eight—C-39, C-40	'47-'48	135½	6.8	P	AL	580	3.4	14-16	ORC	AL	6.6-6.9	2-6	RC	35.0A	8.0
Six C-45	'49	120	6.0	P	AL	580	3.4	14-16	ORC	AL	6.6-6.9	2-6	RC	35.0	8.0
Eight C-46, C-47	'49	—	6.8	P	AL	580	3.4	14-16	ORC	AL	6.6-6.9	2-6	RC	35.0	8.0
Six	'50	120	6-8	P	AL	580	3.4	14-16	ORC	AL	6.6-6.9	2-6	RC	35.0	8.0
Eight	'50	135	6-8	P	AL	580	3.4	14-16	ORC	AL	6.6-6.9	2-6	RC	35.0	8.0
C51	'51	120	—	P	AL	410	2.0	8	ORC	AL	6.4-7.0	4.6	RC	45	8.0
C51	'52	120	—	P	AL	410	2.0	8	ORC	AL	6.4-7.0	4.6	RC	45	8.0
C55	'52	135	—	P	AL	—	—	—	ORC	AL	6.4-7.0	4.6	RC	50	8.0
C-60	'53	120	6	P	AL	610	3	15	SG	AL	6.4-7.0	4.6	RC	45	6-8
C-56 V-8	'53	135	6.75	P	AL	610	3	15	SG	AL	6.4-7.0	4.6	RC	50	6-8



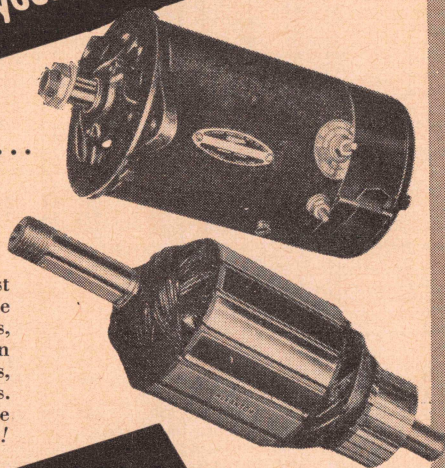
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## BATTERY, STARTING MOTOR AND GENERATOR

Make and Model	Year	Battery—Amp. Hr. Capacity	Bench Charging Rate— Finish	Terminal Grounded	Starting Motor—Make	Lock Test—Amp. Draw	Lock Test—Volts	Lock Test—Torque (ft.-lbs.)	Drive Type	Generator—Make	Cutout Relay— Volts to Close	Cutout Relay— Volts to open	Type Generator Regulation	Maximum Charging Rate—Amps.	Maximum Charging Rate—Volts
<b>CONSUL (English)</b>															
Four Cylinder.....	'52	87	6.0	P	L	—	—	—	—	L	—	—	—	—	—
Four Cylinder.....	'53	45	3	P	L	380	—	9.6	Bend	L	12.7-13.3	—	RC	19	15.8-16.4
<b>CROSLEY</b>															
CC (Up to 41547).....	'47	70	4.0	P	AL	280	2.0	11.8	Bend	AL	6.4-6.7	4-6	RC	35	8.0
CC, CD (Up to 106039).....	'48	70	4.0	P	AL	280	2.0	11.8	Bend	AL	6.4-6.7	4-6	RC	35.0	8.0
CD (After 106039).....	'49	70	4.0	P	AL	280	2.0	11.8	Bend	AL	6.4-6.7	4-6	RC	35.0	8.0
Crosley.....	'50	70	4.0	P	AL	280	2.0	4.4	Bend	AL	6.4-7.0	4-6	RC	35.0	8.0
(All models).....	'51	70	4.0	P	AL	280	2.0	4.4	Bend	AL	6.4-7.0	4-6	VR	35.0	8.0
All Models.....	'52	70	4.0	P	AL	280	2.0	4.4	Bend	AL	6.4/360	4-6	RC	34-36	7.35
<b>DE SOTO</b>															
S-11.....	'47	110	5.5	P	AL	525	3.4	12-14	ORC	AL	6.6-6.9	2-6	RC	35.0	8.0
S-11.....	'48	110	5.5	P	AL	525	3.4	12-14	ORC	AL	6.6-6.9	2-6	RC	35.0	8.0
S-13 Custom.....	'49	114	5.5	P	AL	525	3.4	12-14	ORC	AL	6.6-6.9	2-6	RC	35.0	8.0
S14.....	'50	114	5.5	P	AL	525	3.4	12-14	ORC	AL	6.6-6.9	2-6	RC	35.0	8.0
S15.....	'51	120	—	P	AL	525	2.0	8	ORC	AL	6.4-7.0	4-6	RC	45.0	8.0
S15.....	'52	120	—	P	AL	525	2.0	8	ORC	AL	6.4-7.0	4-6	RC	45.0	8.0
S17.....	'52	135	—	P	AL	—	—	—	ORC	AL	6.4-7.0	4-6	RC	50.0	8.0
S-18.....	'53	120	6	P	AL	610	3	15	SG	AL	6.4-7.0	4-6	RC	45	6-8
S-16 V-8.....	'53	135	6.75	P	AL	500	3	11	SG	AL	6.4-7.0	4-6	RC	50	6-8
<b>DODGE</b>															
D-25.....	'47	95	4.8	P	AL	525	3.8	12-14	Bend	AL	6.6-6.9	2-6	RC	35.0	8.0
D-24.....	'47	95	5.3	P	AL	525	3.4	12-14	Bend	AL	6.6-6.9	2-6	RC	35.0	8.0
D-25.....	'48	95	4.8	P	AL	525	3.8	12-14	Bend	AL	6.6-6.9	2-6	RC	35.0	8.0
D-24.....	'48	95	5.3	P	AL	525	3.4	12-14	Bend	AL	6.6-6.9	2-6	RC	35.0	8.0
D-30.....	'49	105	5.3	P	AL	525	3.4	12-14	Bend	AL	6.6-6.9	2-6	RC	35.0	8.0
D-31, D-32.....	'49	100	4.8	P	AL	525	3.8	12-14	Bend	AL	6.6-6.9	2-6	RC	35.0	8.0
D34-D35-D36.....	'50	105b	5.3(b)	P	AL	525	3.4c	12-14	Bend	AL	6.6-6.9	2-6	RC	35.0	8.0
D39, D40.....	'51	100	—	P	AL	335	2.0	6	Bend	AL	6.4-7.0	4-6	RC	45.0	8.0
D42.....	'51	105	—	P	AL	335	2.0	6	Bend	AL	6.4-7.0	4-6	RC	45.0	8.0
D39-D40.....	'52	100	—	P	AL	335	2.0	6	Bend	AL	6.4-7.0	4-6	RC	45.0	8.0
D42.....	'52	105	—	P	AL	335	2.0	6	Bend	AL	6.4-7.0	4-6	RC	45.0	8.0
D-43.....	'53	100	5	P	AL	500	3	11	Bend	AL	6.3-6.8	4.1-4.8	RC	45	6-8
D-44 V-8.....	'53	105	5.25	P	AL	500	3	11	Bend	AL	6.3-6.8	4.1-4.8	RC	45	6-8
<b>FORD</b>															
De L. & Super De L.....	'47	120	6.0†	P	AL	600	3.0	16	Bend	AL	6.3-6.9	2-6	RC	32.0	7.4
De L. & Super De L.....	'48	120	6.0†	P	AL	600	3.0	16	Bend	AL	6.3-6.9	2-6	RC	32.0	7.4
V-8.....	'49	100	6.0	P	AL	600	3.0	16	Bend	AL	6.3-6.9	2-6	RC	32.0	7.4
V-8.....	'50	100	4.0	P	AL	550	3.75	15	Bend	AL	6.6	8.0	RC	34-38	7.2-7.6
V-8.....	'51	100	4.0	P	AL	550	3.75	15	Bend	AL	6.6	8.0	RC	34-38	7.2-7.6
Customline, Mainline.....	'52	100	6.0	P	AL	550	3.75	15	Bend	AL	6.6	8.0	RC	34-38	7.2-7.6
Mainline, Customline.....	'53	100	4	P	AL	700	3.5	16	Bend	AL	6.3-6.9	2.0-6.0	RC	35.0	7.1
<b>FRAZER</b>															
F-47.....	'47	105	7.0	P	AL	670	4.0	18	Bend	AL	6.4-7.0	4-6	RC	35.0	8.0
F47, F47C, F485, F486.....	'48	105	7.0	P	AL	670	4.0	18	Bend	AL	6.4-6.6	4.8-5.6	RC	35Ø	7.35Ø
F-495, 496.....	'49	100	7.0	P	AL	505	3.0	10m	Bend	AL	6.4-7.0	4.1-4.8	RC	35Ø	7.2-7.5Ø
F-495, 496.....	'50	100	7.0	P	AL	505	3.0	10m	Bend	AL	6.4-7.0	4.1-4.8	RC	35Ø	7.2-7.5Ø
F-515 and F-516.....	'51	100	7.0	P	AL	505	3.0	10	Bend	AL	6.4-7.0	4.1-4.8	RC	35-45 Ø	—
<b>HENRY J</b>															
K523, K524.....	'52	100	7.0	P	AL	—	—	—	Bend	AL	6.4-7.0	4-6	RC	34-36	7.2-7.5
Four Cylinder.....	'53	100	5	P	DR	550	3.25	11	ORC	DR	6.4	—	DR	38	7.4
Six Cylinder.....	'53	100	5	P	DR	660	3.25	11	ORC	DR	6.4	—	DR	38	7.4

For key to abbreviations see page 106



**ROCHESTER**CARBURETORS  
AND PARTS**DELCO**

SHOCK ABSORBERS

*Guide*

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## BATTERY, STARTING MOTOR AND GENERATOR

Make and Model	Year	Battery—Amp. Hr. Capacity	Bench Charging Rate— Finish	Terminal Grounded	Starting Motor—Make	Lock Test—Amp. Draw	Lock Test—Volts	Lock Test—Torque (ft.-lbs.)	Drive Type	Generator—Make	Cutout Relay— Volts to Close	Cutout Relay— Amps. to open	Type Generator Regulation	Maximum Charging Rate—Amps.	Maximum Charging Rate—Volts
<b>HILLMAN MINX (English) BATTERY</b>					<b>STARTING MOTOR</b>					<b>GENERATOR</b>					
Mark III	'49	51-10	—	P	L	404-450	3.3-7.8	10	—	L	—	—	VR	—	—
Mark IV	'50	51-10	5.0	P	L	—	7 $\frac{3}{8}$	9.3	O	L	12.7-13.3	—	VR	13	13
					L	300-350	8.0	9.3	O	L	—	—	VR	—	—
Mark IV	'51-52-'53	38	3.8	P	L	355	7.5	9.5	O	L	13	9.25	CVC	17	16
<b>HUDSON</b>															
Six-171, 172	'47	96	—	P	AL	540	4.0	12.3	Bend	AL	6.5-7.2	2.0	VR	37H	8.0
Eight-173, 174	'47	108	—	P	AL	780	4.0	22.5	Bend	AL	6.5-7.2	2.0	VR	37H	8.0
Series 481, 482	'48	120	BC	P	AL	880	4.0	25	Bend	AL	6.4-7.0	2.0	VR	43.0	8.0
Series 483, 484	'48	120	BC	P	AL	880	4.0	25	Bend	AL	6.4-7.0	2.0	VR	43.0	8.0
Series 491, 492	'49	120	BC	P	AL	880	4.0	25	Bend	AL	6.4-7.0	2.0	VR	43.0	8.0
Series 493, 494	'49	120	BC	P	AL	880	4.0	25	Bend	AL	6.4-7.0	2.0	VR	43.0	8.0
Series 500-504	'50	100	(BC)	P	AL	880	4.0	25	Bend	AL	6.4-7.0	2.0	VR	35.0	8.0
4A, 11A, Pacemaker	'51	100	(BC)	P	AL	280	2.0	4.4	Bend	AL	6.4-7.0	4-6	RC	35.0	8.0
5A, 6A, 7A, 8A	'51	100	(BC)	P	AL	335	2.0	6.0	Bend	AL	6.4-7.0	4-6	RC	35.0	8.0
4B Pacemaker	'52	100	5.0	P	AL	280	2.0	4.4	Bend	AL	6.7/9.2	4-6	RC	40.0	7.35
5B, 6B, 7B, 8B	'52	100	5.0	P	AL	335	2.0	6.0	Bend	AL	6.7	4-6	RC	40.0	7.35
1C, 2C	'53	90	3.4	P	AL	280	2.0	4.4	Bend	AL	6.3-6.8	4.1-4.8	RC	22	7.25
4C	'53	100	4.8	P	AL	280	2.0	4.4	Bend	AL	6.4-7.0	4.1-4.8	RC	35	7.4
5C, 7C	'53	100	4.8	P	AL	335	2.0	6.0	Bend	AL	6.4-7.0	4.1-4.8	RC	35	7.4
<b>HUMBER (English)</b>															
Super Snipe Mk. III	'48	63	3.0	P	L	450-500	7.2	8.0	O	L	—	—	VR	13.0	13.0
Hawk Mk. II	'49	51-10	3.0	P	L	450-500	7.2	8.0	O	L	—	—	VR	13.0	13.0
Pullman Mk. II	'49	63	3.0	P	L	450-500	7.2	8.0	O	L	—	—	VR	13.0	13.0
Super Snipe Mk. III	'49	63	3.0	P	L	450-500	7.2	8.0	O	L	—	—	VR	13.0	13.0
Hawk Mk. III	'50	51-10	3.0	P	L	450-500	7.2	8.0	O	L	—	—	VR	13.0	13.0
Pullman Mk. II	'50	63	3.0	P	L	450-500	7.2	8.0	O	L	—	—	VR	13.0	13.0
Super Snipe Mk. III	'50	63	3.0	P	L	450-500	7.2	8.0	O	L	—	—	VR	13.0	13.0
Hawk IV	'51-52	51	5.1	P	L	450	7.0	17 $\frac{1}{2}$	O	L	13	9.25	CVC	17.0	16.0
Super Snipe III	'51-52	63	6.4	P	L	425	7.5	22 $\frac{1}{2}$	O	L	13	9.10	CVC	20.0	—
Hawk V	'53	58 $\frac{1}{2}$	2.9	P	L	450	7.0	17.5	O	L	13	9.25	CVC	17.0	16.0
Super Snipe Mk. IV	'53	72 $\frac{1}{2}$	3.5	P	L	430-450	7.4-7.8	22	L	L	12.7-13.3	3.5-5.0	CVC	7	13.3
<b>JAGUAR (English)</b>															
2 $\frac{1}{2}$ Ltr. S&C Mk. V	'49	64	—	P	L	450	7.2	17	Bend	L	—	—	35-50	AVC	20.0
3 $\frac{1}{2}$ Ltr. S&C Mk. V	'49	64	—	P	L	430	8.0	22.5	Bend	L	—	—	35-50	AVC	20.0
3 $\frac{1}{2}$ Ltr. XK 120 S.S.	'49	64	—	P	L	430	4.0	22.5	Bend	L	—	—	35-50	AVC	20.0
2 $\frac{1}{2}$ Ltr. Mk. V	'52-'53	64	—	P	L	450	7.2	17	Bend	L	—	—	35-50	AVC	20.0
3 $\frac{1}{2}$ Ltr. Mk. V	'52-'53	64	—	P	L	430	8.0	22.5	Bend	L	—	—	35-50	AVC	20.0
3 $\frac{1}{2}$ Ltr. XK 120	'52-'53	64	—	P	L	430	4.0	22.5	Bend	L	—	—	35-50	AVC	20.0
Mark VII	'52-'53	64	—	P	L	450	8.0	22.5	Bend	L	12.7-13.3	3.5-5.0	VR	20.0	13.5
<b>KAISER</b>															
K-100	'47	105	7.0	P	AL	670	4.0	18	Bend	AL	6.4-7.0	4-6	RC	35.0	8.0
K-100-101-481-482	'48	105	7.0	P	AL	670	4.0	18	Bend	AL	6.4-6.6	4.8-5.6	RC	35 $\frac{1}{2}$	7.35 $\frac{1}{2}$
Series K-491, 492	'49	100	7.0	P	AL	505	3.0	10m	Bend	AL	6.4-7.0	4.1-4.8	RC	35 $\frac{1}{2}$	7.27.5 $\frac{1}{2}$
K-491, 492	'50	100	7.0	P	AL	505	3.0	10m	Bend	AL	6.4-7.0	4.1-4.8	RC	35 $\frac{1}{2}$	7.2-7.5 $\frac{1}{2}$
K-511 and K-512	'51	100	7.0	P	DR	525	3.4	12	Bend	DR	6.0-6.8	32-40G	DR	35	6.4
K-521, K-522	'52	100	7.0	P	DR	525	3.37	12	Bend	DR	6-6.8	4.8-1	RC	35	7.4
K-53	'53	100	5	P	DR	550	3.25	11	Bend	DR	6.4	—	RC	40	7.4
<b>LINCOLN</b>															
Linc. & Linc. Cont.	'47	120	4.0	P	O	600	3.0	16	Bend	O	6.1-6.3	0-7.5	RC	36.0	7.3
Linc. & Linc. Cont.	'48	120	4.0	P	O	600	3.0	16	Bend	O	6.1-6.3	0-7.5	RC	36.0	7.3
Lincoln & Linc. Cos.	'51	120	4.0	P	O	700	3.5	15	Bend	O	6.0-6.6	0-8	RC	38.4	7.2-7.6
Lincoln	'52	120	6.0	P	AL	700	3.75	15	Bend	AL	6.6	8.0	RC	38.4	7.2-7.6
Lincoln	'53	110	4	P	O	700	3.5	16	Bend	AL	6.6	8.0	RC	40.0	7.1
<b>MERCURY</b>															
114, 114X & 118	'47	120	6.0 $\frac{1}{2}$	P	AL	600	3.0	16	Bend	AL	6.3-6.9	2-6	RC	32.0	7.4
114, 114X & 118	'48	120	6.0 $\frac{1}{2}$	P	AL	600	3.0	16	Bend	AL	6.3-6.9	2-6	RC	32.0	7.4

For key to abbreviations see page 104

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## BATTERY, STARTING MOTOR AND GENERATOR

Make and Model	Year	Battery—Amp. Hr. Capacity	Bench Charging Rate—Finish	Terminal Grounded	Starting Motor—Make	Lock Test—Amp. Draw	Lock Test—Volts	Lock Test—Torque (ft.-lbs)	Drive Type	Generator—Make	Cutout Relay—Volts to Close	Cutout Relay—Amps. to open	Type Generator Regulation	Maximum Charging Rate—Amps.	Maximum Charging Rate—Volts
<b>MERCURY (Cont.) BATTERY</b>															
Mercury.....	'49	100	6.0	P	AL	600	3.0	16	Bend	AL	6.3-6.9	2.6	RC	32.0	7.4
Mercury.....	'50	100	4.0	P	AL	550	3.75	15	Bend	AL	6.6	8.0	RC	34-38	7.2-7.6
Mercury.....	'51	100	4.0	P	AL	550	3.75	15	Bend	AL	6.6	8.0	RC	34-38	7.2-7.6
Mercury.....	'52	100	6.0	P	AL	550	3.75	15	Bend	AL	6.6	8.0	RC	34-38	7.2-7.6
Mercury.....	'53	100	4	P	AL	700	3.5	16	Bend	AL	6.3-6.9	2.0-6.0	RC	35.0	7.1
<b>METEOR</b>															
Meteor.....	'49	100	6.0	P	AL	600	3.0	16	Bend	AL	6.3-6.9	2.6	RC	32.0	7.4
Meteor.....	'50	100	4.0	P	AL	550	3.75	15	Bend	AL	6.6	8.0	RC	34-38	7.2-7.6
Meteor.....	'51	100	4.0	P	AL	550	3.75	15	Bend	AL	6.6	8.0	RC	34-38	7.2-7.6
Customline, Mainline.....	'52	100	6.0	P	AL	550	3.75	15	Bend	AL	6.6	8.0	RC	34-38	7.2-7.6
Mainline, Customline.....	'53	100	4	P	AL	700	3.5	16	Bend	AL	6.3-6.9	2.0-6.0	RC	35.0	7.1
<b>MG (English)</b>															
T.C.....	'48	41-10	5-6	P	L	450	7.0	7.5	L	L	13.5	3M	CVC	—	15.8
Series Y.....	'49	51-10	—	—	—	500	7.5	15.5	L	L	—	—	CVC	—	—
Series TD.....	'50	51-10	3.5	P	L	430	7.6	10	L	L	12.7-13.3	3.5	CVC	17.0	13.5
Series Y.....	'50	51-10	3.7	P	L	430	7.6	10	L	L	12.7-13.3	3.5	CVC	17.0	13.5
All Models.....	'51	51-10	5.1	P	L	430	7.6	10	L	L	12.7-13.3	3.5	CVC	17.0	16.0
Midget TD.....	'52-'53	51-10	5.1	P	L	430	7.6	10	L	L	12.7-13.3	3.5	CVC	17.0	16.0
1/4 Litre YB.....	'52-'53	51-10	5.1	P	L	430	7.6	10	L	L	12.7-13.3	3.5	CVC	17.0	16.0
<b>MONARCH</b>															
Monarch.....	'47	120	6.0†	P	AL	600	3.0	16	Bend	AL	6.3-6.9	2-6	RC	32.0	7.4
Monarch.....	'48	120	6.0†	P	AL	600	3.0	16	Bend	AL	6.3-6.9	2-6	RC	32.0	7.4
Monarch.....	'49	100	6.0	P	AL	600	3.0	16	Bend	AL	6.3-6.9	2.6	RC	32.0	7.4
V-8.....	'50	100	4.0	P	AL	550	3.75	15	Bend	AL	6.6	8.0	RC	34-38	7.2-7.6
V-8.....	'51	100	4.0	P	AL	550	3.75	15	Bend	AL	6.6	8.0	RC	34-38	7.2-7.6
Monarch.....	'52	100	6.0	P	AL	550	3.75	15	Bend	AL	6.6	8.0	RC	34-38	7.2-7.6
Monarch.....	'53	100	4	P	AL	700	3.5	16	Bend	AL	6.3-6.9	2.0	RC	35.0	7.1
<b>MORRIS (English)</b>															
8 Series E.....	'48	—	5-6	P	L	300-350	8.0	9.3	O	L	6.6	3M	3Br	—	—
10 Series M.....	'48	—	5-6	P	L	300-350	8.0	9.3	O	L	13.5	3M	—	—	—
Minor.....	'48	38	2.5	P	L	300-350	8.0	9.3	O	L	—	3-5	CVC	17.0	13.5
Oxford.....	'48	51-10	3.5	P	L	300-350	8.0	9.3	O	L	—	3-5	CVC	17.0	13.5
Minor.....	'49	38	2.5	P	L	300-350	8.0	9.3	O	L	—	3-5	CVC	17.0	13.5
Oxford.....	'49	51-10	3.5	P	L	300-350	8.0	9.3	O	L	—	3-5	CVC	17.0	13.5
Six.....	'49	51-10	3.5	P	L	300-350	8.0	9.3	O	L	12.7-13.3	3.5	CVC	20.0	13.5
Minor.....	'50	38	2.5	P	L	300-350	8.0	9.3	O	L	—	3-5	CVC	17.0	13.5
Oxford.....	'50	51-10	3.5	P	L	300-350	8.0	9.3	O	L	—	3-5	CVC	17.0	13.5
Six.....	'50	51-10	3.5	P	L	300-350	8.0	9.3	O	L	12.7-13.3	3.5	CVC	20.0	13.5
Minor.....	'51	38-10	3.8	P	L	430	7.6	10	L	L	12.7-13.3	3.5	CVC	17.0	16.0
Oxford.....	'51	51-10	5.1	P	L	430	7.6	10	L	L	12.7-13.3	3.5	CVC	17.0	16.0
Six.....	'51	51-10	5.1	P	L	450	7.2	17	L	L	12.7-13.3	3.5	CVC	20.0	16.0
Minor.....	'52-'53	38-10	5.1	P	L	430	7.6	10	L	L	12.7-13.3	3.5	CVC	17.0	16.0
Oxford.....	'52-'53	51-10	5.1	P	L	430	7.6	10	L	L	12.7-13.3	3.5	CVC	17.0	16.0
Six.....	'52-'53	51-10	5.1	P	L	450	7.6	17	L	L	12.7-13.3	3.5	CVC	20.0	16.0
Minor Series II.....	'53	43*	2.1	P	L	—	—	—	—	L	—	—	CV	—	—
<b>NASH</b>															
Series 4740.....	'47	90	4-6	P	AL	—	—	—	Bend	AL	6.4-6.7	4-6	RC	35.0	7.4
Series 4760.....	'47	105	4-6	P	AL	775	4.0	22.5	Bend	AL	6.4-6.7	4-6	RC	35.0	7.4
Series 4840.....	'48	90	2	P	AL	540	3.3	—	Bend	AL	6.2-6.7	4-6	FC	32-34	7.2-7.4
Series 4860.....	'48	120	2	P	AL	540	3.3	—	Bend	AL	6.2-6.7	4-6	FC	34.0	7.2-7.4
Series 4940.....	'49	90	6	P	DR	540	3.3	11.5	Bend	DR	6.2-6.7	4-6	RC	32-35	7.2-7.4
Series 4960.....	'49	105	7	P	DR	600	3.0	16	Bend	DR	6.2-6.7	4-6	RC	32-35	7.2-7.4
Canadian Statesman.....	'50	100	—	P	AL	280	2.0	4.4	DR	AL	6.4-7.0	4.1-4.8	RC	34-36	7.2-7.5
Statesman (U.S.).....	'50	90	—	P	DR	540	3.3	11.5	Bend	DR	6.2	4-6	RC	32-40	7.0-7.7
Ambassador (U.S.).....	'50	105	—	P	DR	600	3.0	16	Bend	DR	6.2	4-6	RC	32-40	7.0-7.7

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## BATTERY, STARTING MOTOR AND GENERATOR

Make and Model	Year	Battery—Amp. Hr. Capacity	Bench Charging Rate—Finish	Terminal Grounded	Starting Motor—Make	Lock Test—Amp. Draw	Lock Test—Volts	Lock Test—Torque (ft.-lbs.)	Drive Type	Generator—Make	Cutout Relay—Volts to Close	Cutout Relay—Amps. to open	Type Generator Regulation	Maximum Charging Rate—Amps.	Maximum Charging Rate—Volts
<b>NASH (Cont.)</b>															
<b>BATTERY</b>					<b>STARTING MOTOR</b>					<b>GENERATOR</b>					
Rambler (U.S.)	'50	90	—	P	DR	540	3.3	11.5	DR	DR	5.9-6.8	4-6	RC	32-40	7.0-7.7
Canadian Statesman	'51	100	—	P	AL	280	2.0	4.4	T	AL	6.4-7.0	4.1-4.8	RC	34-36	7.2-7.5
Series 5210	'52	100	—	P	AL	335	2.0	6.0	AL	AL	6.3-6.8	4-6	RC	40	7.35
Series 5240	'52	100	—	P	AL	550	3.25	12.0	AL	AL	6.3-6.8	4-6	RC	40	7.35
Series 5260	'52	105	—	P	DR	570	3.15	14.0	DR	DR	6.2/122	4-6	RC	—	—
Can. Sta. Rambler	'53	100	5	P	AL	335	2	6	Bend	AL	6.3-6.8	4.1-4.8	RC	39-41	—
U.S. Sta. Rambler	'53	100	5	P	DR	550	3.25	11	DR	DR	5.9-6.7	—	RC	(*)	—
Amb. Jet, Dual Jet	'53	105	5.25	P	DR	570(*)	3.15(*)	14(*)	DR	DR	5.9-6.7	—	RC	47	—
<b>OLDSMOBILE</b>															
Six	'47	100	7.0	N	DR	475	3.0	12	ORC	DR	6.2-6.7	0-4	RC	32-34	7.2-7.4†
Eight	'47	120	7.0	N	DR	600	3.0	15	ORC	DR	6.2-6.7	0-4	RC	32-34	7.2-7.4†
Six	'48	100	7.0	N	DR	475	3.0	12	ORC	DR	6.2-6.7	0-4	RC	32-34	7.2-7.4†
Eight	'48	120	7.0	N	DR	600	3.0	15	ORC	DR	6.2-6.7	0-4	RC	32-34	7.2-7.4†
Six	'49	100	4.5	N	DR	600	3.0	15	ORC	DR	6.5	0-4	RC	40.0	8.0
Eight	'49	115	5.25	N	DR	600	3.0	15	ORC	DR	6.5	0-4	RC	40.0	8.0
Six ("76")	'50	100	4.5	N	DR	600	3.0	15	ORC	DR	6.5	0-4	RC	40.0	8.0
Eight ("88")	'50	115	5.25	N	DR	600	3.0	15	ORC	DR	6.5	0-4	RC	40.0	8.0
Eight ("88")	'51	115	5.25	N	DR	600	3.0	15	ORC	DR	6.3-6.5	0-4	RC	40.0	8.0
Eight	'52	—	—	N	DR	600	3.00	15	ORC	DR	6.2-6.7	0 to 4	RC	45	7.2-7.4
All Models	'53	70	3.5	N	DR	460	5.2	11.5	ORC	DR	12.8	0 to 4	RC	30	14.5
<b>PACKARD</b>															
2100 & 2130	'47	100	—	P	AL/DR	670	4.0	18	Bend	AL	6.5-7	—	RC	35.0	7.4
2101 & 2111	'47	100	—	P	AL	670	4.0	18	SA	AL	6.5-7	—	RC	35.0	7.4
2103, 2106 & 2126	'47	120	—	P	AL	906	4.0	45.9	SA	AL	6.5-7	—	RC	35.0	7.4
2201, 2211	'48	100	—	P	AL/DR	—	4/3	25/16	Bend	—	6.5-7	—	VR	35.0	7.4
2202, 2232	'48	100	—	P	AL/DR	—	4/3	25/16	Bend	—	6.5-7	—	VR	35.0	7.4
2206, 2233	'48	120	—	P	AL	906	4.0	45.9	SA	AL	6.5-7	—	VR	35.0	7.4
2301	'49	100	40	P	DR/AL	—	—	—	Bend	AD	6.5-7	—	VR	40.0	7.4
2302, 2332	'49	100	40.45	P	DR/AL	—	—	—	Bend	AD	6.5-7	—	VR	40.45	7.4
2306, 2333	'49	120	45	P	AL	—	—	—	SA	AD	6.5-7	—	VR	45.0	7.4
2301	'50	100	40	P	DR/AL	—	—	—	Bend	AD	6.5-7	—	VR	40.0	7.4
2302, 2332	'50	100	40.45	P	DR/AL	—	—	—	Bend	AD	6.5-7	—	VR	40.45	7.4
2306, 2333	'50	120	45	P	AL	—	—	—	SA	AD	6.5-7	—	VR	45.0	7.4
200 & 200 Del. 2401	'51	100	—	P	AL/DR	875p	4/3	25/16	Bend	AD	6.5-7	—	AL	40.0	8.0
300 2402	'51	100	—	P	AL/DR	875p	4/3	25/16	Bend	AD	6.5-7	—	RC	40.0	8.0
400 Patrician 2406	'51	120	—	P	AL/DR	875p	4/3	25/16	Bend	AD	6.5-7	—	AC	40.0	8.0
200, 2051	'52	100	—	P	AL/DR	875p	4-3	25/16	Bend	AL	6.5-7.0	—	AL	—	7.4
250, 2531, 300, 2502	'52	100	—	P	AL/DR	875p	4-3	25/16	Bend	AL	6.5-7.0	—	AL	45	7.4
400, 2506	'52	120	—	P	AL	875p	4	25	Bend	AL	6.5-7.0	—	AL	45	7.4
2601-2, 2611, 2631-3	'53	100	5	P	DR	600	3	16	Bend	DR	6.5-7.0	4-6	RC	45	7.4
2606	'53	120	6	P	AL	875	4	25	Bend	AL	6.5-7.0	4-6	RC	45	7.4
2626	'53	100	5	P	AL	875	4	25	Bend	AL	6.5-7.0	4-6	RC	45	7.4
2613	'53	120	6	P	DR	600	3	16	Bend	DR	6.5-7.0	4-6	RC	45	7.4
<b>PLYMOUTH</b>															
P-15	'47	95	4.8	P	AL	525	3.8	12-14	Bend	AL	6.6-6.9	2-6	RC	35.0	8.0
P-15	'48	95	4.8	P	AL	525	3.8	12-14	Bend	AL	6.6-6.9	2-6	RC	35.0	8.0
P17, P18	'49	100	4.8	P	AL	525	3.8	12-14	Bend	AL	6.6-6.9	2-6	RC	35.0	8.0
P-19, P-20	'50	100	4.8	P	AL	525	3.8	12-14	Bend	AL	6.6-6.9	2-6	RC	35.0	8.0
P-22, P-23	'51	100	—	P	AL	335	2.0	6	Bend	AL	6.4-7.0	4-6	RC	45.0	8.0
P22-P23	'52	100	—	P	AL	335	2.0	6	Bend	AL	6.4-7.0	4-6	RC	45	8.0
P-24	'53	100	5	P	AL	500	3	11	Bend	AL	6.3-6.8	4.1-4.8	RC	45	6-8
<b>PONTIAC</b>															
Six	'47	100	7.0	N	DR	525	3.37	12	Bend	DR	6.2-6.7	0-4	RC	32-34	7.2-7.4†
Eight	'47	100	7.0	N	DR	600	3.0	15	Bend	DR	6.2-6.7	0-4	RC	32-34	7.2-7.4†
Six	'48	100	7.0	N	DR	525	3.37	12	Bend	DR	6.2-6.7	0-4	RC	32-34	7.2-7.4†
Eight	'48	100	7.0	N	DR	600	3.0	15	Bend	DR	6.2-6.7	0-4	RC	32-34	7.2-7.4†

(Continued on page 103)

For key to abbreviations see page 104



## TESTED QUALITY...



### PREST-O-LITE "hi-level" BATTERIES

Prest-O-Lite "hi-level" Batteries need water only 3 times a year in normal car use . . . have Fibre-glass retaining mats to keep power-producing material in the plates for longer life. Give 70% longer life as proved in tests conducted according to S.A.E. Minimum Life Cycle Standards.

## CUSTOMER SATISFACTION

### PREST-O-LITE "HEAVY DUTY" BATTERIES

Prest-O-Lite Heavy Duty Bus & Truck—Motor Transport Batteries are exceptionally rugged and built for many miles of tough service. Available in sizes and types to meet all requirements. For complete information, call your Prest-O-Lite jobber or write to



**PREST-O-LITE BATTERY COMPANY LIMITED**

1352 Dufferin Street, Toronto, Ontario

# Prest-o-lite

*the battery  
with a . . .*





## BATTERY, STARTING MOTOR AND GENERATOR

Make and Model	Year	Battery—Amp. Hr. Capacity	Bench Charging Rate—Finish	Terminal Grounded	Starting Motor—Make	Lock Test—Amp. Draw	Lock Test—Volts	Lock Test—Torque (ft.-lbs.)	Drive Type	Generator—Make	Cutout Relay—Volts to Close	Cutout Relay—Amps. to open	Type Generator Regulation	Maximum Charging Rate—Amps.	Maximum Charging Rate—Volts
<b>PONTIAC—(Cont'd.)</b>															
Six 2000, 2200, 2500.....	'49	100	7.0	N	DR	525	3.37	12	ORC	DR	6.4	0.4	RC	36.0	7.2-7.4†
Eight.....	'49	100	7.0	NN	DR	600	3.0	15	ORC	DR	6.4	0.4	RC	36.0	7.2-7.4†
Six-2000, 2200, 2500.....	'50	100	7.0	N	DR	525	3.37	12	ORC	DR	5.9-6.8q	—	RC	32-40	7.0-7.7H
Eight-2700.....	'50	100	7.0	NN	DR	600	3.0	14	ORC	DR	5.9-6.8q	—	RC	32-40	7.0-7.7G
Six.....	'51	100	7.0	N	DR	525	3.37	12	ORC	DR	5.9-6.8	—	RC	40.0	8.0
Eight.....	'51	100	7.0	N	DR	600	3.00	15	ORC	DR	5.9-6.8	—	RC	40.0	8.0
Six.....	'52	—	—	NN	DR	525	3.37	12	ORC	DR	5.9-6.8	—	RC	45	7.4
Eight.....	'52	—	—	NN	DR	600	3.00	15	ORC	DR	5.9-6.8	—	RC	45	7.4
20-2200, 2500.....	'53	100	5	NN	DR	550	3.25	11	ORC	DR	5.9-6.7	—	RC	45	7.4
2700 Series.....	'53	100	5	N	DR	600	3.0	15	ORC	DR	5.9-6.7	—	RC	45	7.4
<b>PREFECT (English)</b>															
Four Cylinder.....	'49	82	—	P	O	500	—	9	Bend	O	7.2-7.9	—	VR	26.3	7.0
Four Cylinder.....	'50	87	6	P	L	575	—	9	Man	L	6.5	—	—	26.3	7.0
Four Cylinder.....	'51	87	6	P	L	575	—	9	Man	L	6.5	—	—	26.3	7.0
Four Cylinder.....	'52	87	6.0	P	L	575	4.0	9.0	Bend	L	6.5	NA	VR	26.3	7.0
<b>RILEY (English)</b>															
100 hp. 2½-Litre.....	'49	51-10	5-6	P	L	450	6.7	21	(O)	L	13.3	3M	CVC	13.0	15.8
1½-Litre.....	'46-'50	58	3.5	P	L	450	7.2	17	L	L	—	3.5	CVC	13.0	13.0
2½-Litre.....	'47-'50	63	4.5	P	L	440	7.6	22	L	L	—	3.5	CVC	20.0	13.0
1½-Litre.....	'51	51-10	5.1	P	L	450	7.2	17	L	L	12.7-13.3	3.5	CVC	13.0	16.0
2½-Litre.....	'51	63	6.3	P	L	440	7.6	22	L	L	12.7-13.3	3.5	CVC	20.0	16.0
1½-Litre.....	'52-'53	51-10	5.1	P	L	450	7.2	17	L	L	12.7-13.3	3.5	CVC	13.0	16.0
2½-Litre.....	'52-'53	63	6.3	P	L	440	7.6	22	L	L	12.7-13.3	3.5	CVC	20.0	16.0
<b>ROVER (English)</b>															
75.....	'49	51	5.0	P	L	450m	7.0	15.5	LI	L	12.7-13.3	—	CVC	20.0	16.0
75.....	'50	51	5.0	P	L	450	7.2	17	rc	L	—	.5	CVC	20.0	16.4
Land Rover.....	'50	51	5.0	P	L	450	7.2	17	rc	L	—	.5	CVC	20.0	16.4
75.....	'51-'53	51	5.0	P	L	450	7.2	17	rc	L	13.0	.5	CVC	20.0	16.4
Land Rover.....	'51-'53	51	5.0	P	L	450	7.2	17	rc	L	13.0	.5	CVC	20.0	16.4
<b>STUDEBAKER</b>															
Champion 6-G.....	'47	100	5.75	P	AL	560	4.0	11.8	Bend	AL	6.4-6.6	4-6	RC	35.0	8.0
Commander 14A.....	'47	100	5.75	P	AL	670	4.0	18	Bend	AL	6.4-6.6	4-6	RC	35.0	8.0
Champion 7G.....	'48	100	5.75	P	AL	560	4.0	11.8	Bend	AL	6.4-6.6	—	RC	35.0	7.35
Commander 15A.....	'48	100	5.75	P	AL	670	4.0	18	Bend	AL	6.4-6.6	4-6	RC	35.0	7.35
Champion-8G.....	'49	100	5.75	P	AL	540	4.0	11.8	Bend	AL	6.4-6.66	4-6	RC	35.0	8.0
Commander-16A.....	'49	100	5.75	P	AL	670	4.0	18	Bend	AL	6.4-6.66	4-6	RC	35.0	8.0
Champion 9G.....	'50	100	5¾	P	AL	560	4.0	11.8	Bend	AL	6.4-6.6	—	VR	35.0	7.35
Commander 17A.....	'50	100	5¾	P	DR	525	3.4	12	Bend	DR	6.4	—	VR	35.0	7.2-7.4
Champion 10C.....	'51	100	5¾	P	AL	560	4.0	11.8	Bend	AL	6.4-6.6	—	RC	40	7.35
Commander V-8.....	'51	100	5¾	P	DR	525	3.4	12	Bend	DR	6.05-6.9	—	RC	40	7.40
1 2G Champion.....	'52	100	5¾	P	AL	560	4.0	11.8	Bend	AL	6.3-6.9	—	RC	45	7.0-7.7
3H Commander.....	'52	100	5¾	P	DR	525	3.4	12	Bend	DR	6.0-6.9	—	RC	45	7.1-8.0
14G.....	'53	100	5	P	AL	480	3.6	10.4	Bend	AL	6.3-6.8	—	RC	45	7.2-7.5
4H.....	'53	100	5	P	DR	525	3.4	12	Bend	DR	6.1-7.0	—	RC	45	7.15
<b>SUNBEAM TALBOT (English)</b>															
90.....	'49	51	—	P	L	—	—	—	O	L	—	—	VR	—	—
90.....	'50	51	3.0	P	L	—	—	—	O	L	—	—	VR	13.0	13.0
90 II.....	'51-'53	51	5.1	P	L	450	7.0	17½	O	L	13	9.25	CVC	20.0	16.0
<b>TRIUMPH (English)</b>															
Series TRD (1800)47.....	'48	—	—	P	L	—	—	—	—	L	—	—	VR	—	—
Series TRA.....	'49	—	—	P	L	—	—	—	—	L	—	—	VR	—	—



## BATTERY, STARTING MOTOR AND GENERATOR

Make and Model	Year	Battery—Amp. Hr. Capacity	Bench Charging Rate— Finish	Terminal Grounded	Starting Motor—Make	Lock Test—Amp. Draw	Lock Test—Volts	Lock Test—Torque (ft.-lbs.)	Drive Type	Generator—Make	Cutout Relay— Volts to Close	Cutout Relay— Amps. to open	Type Generator Regulation	Maximum Charging Rate—Amps.	Maximum Charging Rate—Volts				
<b>TRIUMPH—(Cont'd.)</b>					<b>BATTERY</b>					<b>STARTING MOTOR</b>					<b>GENERATOR</b>				
TRA.....	'51	63	6	P	L	—	—	—	—	L	13	—	VR	—	—				
Mayflower.....	'53	43	2.1	P	L	300-350	7.5-8	9.3	Bend	L	13.5	3M	CV	—	16.1				
<b>VANGUARD (English)</b>																			
Sedan & Est. Car.....	'49	51-10	5.0	P	L	300-350	8.0	9.3	—	L	—	—	CVC	—	—				
Sedan & Est. Car.....	'50	51-10	5.0	P	L	300-350	8.0	9.3	—	L	—	—	CVC	—	—				
Sedan & Est. Car.....	'51	51-10	5.0	P	L	300-350	8.0	9.3	—	L	12.7-13.3	—	CVC	—	16.0				
Standard.....	'53	58	2.9	P	L	450-500	7-7.5	15.5	Bend	L	13.5	3M	CV	—	16.1				
<b>VAUXHALL LIP (English)</b>																			
Velox.....	'49	53-20	4.0	P	L	††	††	9.3	V	L	†††	3-5	L	17.0	(V)				
Velox.....	'50	53-20	4.0	P	L	—	—	9.3	V	L	—	3.5	L	17.0	(V)				
Velox.....	'51	53-20	4.0	P	L	—	—	9.3	V	L	—	3.5	L	17.0	(V)				
Vauxhall Lip.....	'52-'53	53-20	4.0	P	L	—	—	9.3	V	L	—	3.5	L	17.0	(V)				
<b>WILLYS</b>																			
CJ-2A Universal Jeep.....	'47	100	4.8	N	AL	420	3.0	7.8	Bend	AL	6.4-7.0	4-6	RC	35.0	8.0				
CJ-2A.....	'48	100	5.0	N	AL	560	3.0	11.8	Bend	AL	7.2-7.5	4-6	RC	35.0	8.0				
4-63, 6-63, 2WD&4WD.....	'48	100	5.0	N	AL	420	3.0	7.8	Man	AL	7.2-7.5	4-6	RC	35.0	8.0				
CJ-2A.....	'49	100	5.0	N	AL	560	3.0	11.8	Bend	AL	7.2-7.5	4-6	RC	35.0	8.0				
463, 663, 2WD&4WD.....	'49	100	5.0	N	AL	420	3.0	7.8	Man	AL	7.2-7.5	4-6	RC	35.0	8.0				
CJ-3A.....	'49	100	5.0	N	AL	560	3.0	7.8	Man	AL	7.2-7.5	4-6	RC	35.0	8.0				
4-73 Sta. Wgn.....	'50	100	7.0	N	AL	280M2.0	4.4m	SG	—	AL	6.4-6.9	—	RC	35.0	8.0				
4 x 4-63 Sta. Wgn.....	'50	100	7.0	N	AL	280M2.0	4.4m	SG	—	AL	6.4-6.9	—	RC	35.0	8.0				
6-73 Sta. Wgn.....	'50	100	7.0	N	AL	280M2.0	4.4m	SG	—	AL	6.4-6.9	—	RC	35.0	8.0				
4-73 VJ Jeepster.....	'50	100	7.0	N	AL	280M2.0	4.4m	SG	—	AL	6.4-6.9	—	RC	35.0	8.0				
6-73 VJ Jeepster.....	'50	100	7.0	N	AL	280M2.0	4.4m	SG	—	AL	6.4-6.9	—	RC	35.0	8.0				
All Models.....	'51	100	7.0	N	AL	280M2.0	4.4m	SG	—	AL	6.4-6.9	—	RC	35.0	8.0				
685, Wing & Ace.....	'52-'53	100	5.0	N	AL	335	2.0	6.0	Bend	AL	6.3-6.8	4.1-4.8	V	35	7.35w				
675 Lark.....	'52-'53	100	5.0	N	AL	280	2.0	4.4	SG	AL	6.4-6.9	4.1-4.8	V	34-36	7.35w				
CJ3B Jeep.....	'53	100	5	N	AL	335	2	—	Bend	AL	6.3-6.8	4.1-4.8	V	34-36	7.35w				
<b>WOLSELEY (English)</b>																			
Four-Fifty.....	'49	63-10	5.0	P	L	450-500	7.5	15.5	0	L	12.7-13.3	—	CVC	17.0	—				
Six-Eighty.....	'49	63-10	5.0	P	L	450-500	7.5	15.5	0	L	12.7-13.3	—	CVC	17.0	—				
Six-Eighty.....	'48-'50	63-10	5.0	P	L	450-500	7.5	15.5	0	L	12.7-13.3	3.5	CVC	20.0	13.0				
Four-Fifty.....	'48-'50	63-10	5.0	P	L	450-500	7.5	15.5	0	L	12.7-13.3	3.5	CVC	17.0	13.0				
Four Fifty.....	'51	51-10	5.0	P	L	430	7.6	10	L	L	12.7-13.3	3.5	CVC	17.0	13.0				
Six Eighty.....	'51	51-10	5.0	P	L	450	7.2	17	L	L	12.7-13.3	3.5	CVC	20.0	13.5				
Four-Fifty.....	'52-'53	51-10	5.0	P	L	430	7.6	10	L	L	12.7-13.3	3.5	CVC	17.0	16.0				
Six-Eighty.....	'52-'53	51-10	5.0	P	L	450	7.2	17	L	L	12.7-13.3	3.5	CVC	20.0	16.0				
<b>ZEPHYR (English)</b>																			
Six.....	'52	57	12	P	L	—	—	—	—	L	—	—	—	—	—				
Six Cylinder.....	'53	45	3	P	L	450	—	17.4	Bend	L	12.7-13.3	—	RC	19	15.8-16.4				

## ABBREVIATIONS

(a)—.8 ohm resistance.  
 (aa)—1 ohm resistance.  
 (aaa)—67 ohm resistance.

@—Reverse current.  
 A—C-40, 40 amps.  
 AD—Auto-Lite and Delco-Remy.

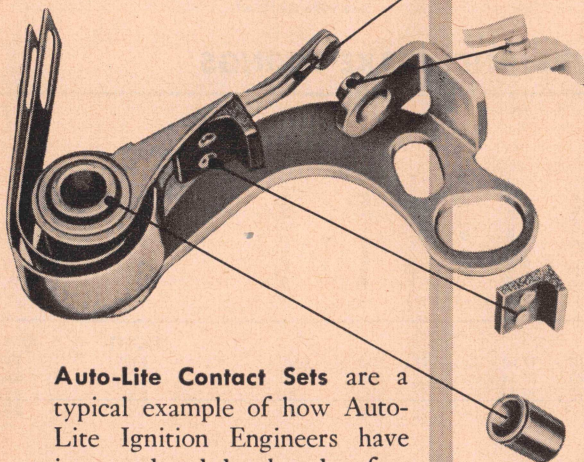
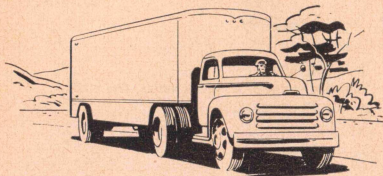
(Continued on page 106)



The "Unseen Differences" Built Into . . .

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FINEST ELECTRICAL SERVICE**



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helps provide extra strength with less weight . . . assures smooth, efficient performance even at highest speeds.

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## ABBREVIATIONS (Cont. from page 104)

AL—Auto-Lite.  
 b—D35, D36—1000 amp. hr.  
 (b)—D35, D36—4.8.  
 B—Reverse current.  
 Bend—Bendix.  
 BC—Cold 43A 8V; hot 37A 8V.  
 (BC)—35 amps at 8 volts.  
 3Br—Third brush generator.  
 c—D35, D36—3.8.  
 CV—Compensated control.  
 CVC—Constant Voltage Control.  
 DR—Delco-Remy.  
 FA—Ford Auto-Lite.  
 FC—Full Current.  
 G—36 amps preferred.  
 (G)—7.4 preferred.  
 H—Hot.  
 L—Lucas.  
 LI—Lucas inertia.  
 m—Minimum.  
 M—Maximum.  
 Man—Manual.  
 N—Negative.  
 O—Own.  
 (O)—Outboard.

ORC—Overrunning clutch.  
 p—Delco-Remy 600 amps.  
 P—Positive.  
 q—6.4 preferred.  
 rc—Rubber cushion type.  
 RC—Voltage and current regulator.  
 SA—Solenoid actuated.  
 SG—Sliding gear with overrunning clutch.  
 T—Delco-Remy detent plunger-type.  
 V—Vibrator.  
 (V)—Atmospheric Temperature  
     58°F.      16.9 - 17.3  
     68°F.      16.6 - 17.0  
     78°F.      16.4 - 16.8  
     88°F.      16.1 - 16.5  
 VR—Voltage regulator.  
 w—Plus or minus. 15.  
 †—Operating temperature.  
 ‡—Providing temperature does not exceed 110°F  
 ✱—At the 20-hr. discharge rate.  
 Ø—At 70°F.  
 (1)—Barrel Pinion.  
 (2)—Pre-set.  
 (3)—Statesman 47, Rambler 38.  
 (†)—Standard and Overdrive. Hydramatic is 550 amps.  
     3.25 volts, 11 ft. pds.

## BRAKES AND BRAKE LININGS

Make and Model	Year	Brake Mechanism—Make	Brake Mechanism—Type	Drum Diameter	Lining—Length per Wheel	Lining—Width	Lining—Thickness	Clearance—Toe	Clearance—Heel	F.M.S. Number
<b>ANGLIA (English)</b>										
Four Cylinder.....	'49	G	FW	10	17.44	1.25	.17	.010	.010	FRONT 830
Four Cylinder.....	'50	G	M	10	17.54	1.25	$\frac{13}{64}$	.010	.010	830
Four Cylinder.....	'51	G	M	10	17.54	1.25	$\frac{13}{64}$	.010	.010	830
Four Cylinder.....	'52	G	M	9.9	8.72	1.25	.170	.010	.010	830
<b>AUSTIN (English)</b>										
A-40.....	'48	G	HM	9	—	—	—	—	—	815
A-40, Devon & Dorset.....	'49	G	HM	9	19	$1\frac{1}{4}$	$\frac{3}{16}$	$\frac{1}{2}$	—	815
A-40, Devon & Dorset.....	'50	G	HM	9	19	$\frac{3}{16}$	$\frac{1}{2}$	N	—	821
A-125 Sheerline.....	'51	L	L	—	$22\frac{3}{4}$	2	$\frac{3}{16}$	—	—	—
A-90 Atlantic.....	'51	G	HM	—	$20\frac{1}{2}$	$1\frac{3}{4}$	$\frac{3}{16}$	—	—	821
A-70 Hereford.....	'51	G	H	—	$20\frac{1}{2}$	$1\frac{3}{4}$	$\frac{3}{16}$	—	—	821
A-40 Devon.....	'51	G	HM	—	$16\frac{1}{2}$	$1\frac{1}{4}$	$\frac{3}{16}$	—	—	810
A-40 Somerset.....	'52	GL	H	9	19	$1\frac{1}{4}$	$\frac{3}{16}$	—	—	821
A-70 Hereford.....	'52	GL	H	11.00	$20\frac{1}{4}$ (F) $18\frac{1}{2}$ (R)	$1\frac{3}{4}$	$\frac{3}{16}$	—	—	821 810
A-70 Hereford.....	'53	(1)	H	11	$20.4$ (F) $19.5$ (R)	$1\frac{3}{4}$	.19-.2	—	—	140
A-40 Somerset.....	'53	(1)	H	9	16.6	$1\frac{1}{4}$	.19-.2	—	—	83
A-30.....	'53	L	H(F) HM(R)	7	12.2	$1\frac{1}{4}$	$\frac{3}{16}$	—	—	61.1
<b>BUICK</b>										
Series 40.....	'47	B	H	12	$23\frac{1}{16}$	$1\frac{3}{4}$	$\frac{3}{16}$	.015	.015	2005
Series 50.....	'47	B	H	12	$23\frac{1}{16}$	$1\frac{3}{4}$	$\frac{3}{16}$	.015	.015	286A
Series 70.....	'47	B	H	12	$23\frac{1}{16}$	$2\frac{1}{4}$	$\frac{3}{16}$	.015	.015	2005



## BRAKES AND BRAKE LININGS

Make and Model	Year	Brake Mechanism—Make	Brake Mechanism—Type	Drum Diameter	Lining—Length per Wheel	Lining—Width	Lining—Thickness	Clearance—Toe	Clearance—Heel	F.M.S. Number
<b>BUICK (Cont'd)</b>										
Series 40, 50, 70.....	'48	(Not distributed in Canada)								FRONT
Series 40, 50, 70.....	'49	(Not distributed in Canada)								REAR
Series 40, 50, 70.....	'50	(Not distributed in Canada)								
Series 40 Custom.....	'51	Dss	H	12	23.0625	1.75	.1875	.015	.015	286C
Series 50, 70.....	'51	(Not distributed in Canada)								286C
Series 40.....	'52	—	H	12	P10.094	2.25	.187	.015	.015	286C
Series 50.....	'52	—	H	12	P10.094	2.25	.187	.015	.015	286C
Series 70.....	'52	—	H	12	P10.094	2.50	.250	.015	.015	286C
Series 40.....	'53	—	H	12	P10.094	2.25	.187	.015	.015	286C
Series 50.....	'53	—	H	12	23 $\frac{1}{16}$	2 $\frac{1}{4}$ (F)	.187	.015	.015	—
Series 70.....	'53	—	H	12	23 $\frac{1}{16}$	2 $\frac{1}{4}$ (R)	.187	.015	.015	—
<b>CADILLAC</b>										
Eight.....	'47	B	H	12@	24 $\frac{1}{2}$	F	$\frac{3}{16}$	.007-.010	.007-.010	221
V-8.....	'48	(Not distributed in Canada)								220
V-8.....	'49	(Not distributed in Canada)								
V-8.....	'50	(Not distributed in Canada)								
V-8.....	'51	(Not distributed in Canada)								
All Models.....	'52	—	H	(fr)12 (R)11	(fr)12.9 (R)10.55P	2.5	.25	.007-.010	.007-.010	—
All Models.....	'53	—	H	12	11.905	2.5	.25	.007	.010	—
<b>CHEVROLET</b>										
Six.....	'47	O	H	11	22 $\frac{5}{8}$	1 $\frac{3}{4}$	$\frac{3}{16}$	w	w	653(b)
Six.....	'48	O	H	11	22 $\frac{5}{8}$	1 $\frac{3}{4}$	$\frac{3}{16}$	w	w	653(b)
Six.....	'49	O	H	11.0	20 $\frac{5}{8}$	1 $\frac{3}{4}$	***	w	w	2006
Six.....	'50	O	H	11.0	20 $\frac{5}{8}$	1 $\frac{3}{4}$	***	w	w	2006
Six.....	'51	O	H	11.0	21	***	v	Ds	Ds	292(b)
Conventional.....	'52	—	H	11	P9.3125	2.0	.202-.222 (C)	(C)	(C)	292(b)
Powerglide.....	'52	—	H	11	S11.687	1.75	.202-.222 (C)	(C)	(C)	292(b)
All Models.....	'53	O	H	11	21	2.0(F)	.21	(W)	(W)	—
<b>CHRYSLER</b>										
Six C-38W, C-38S.....	'47	O-L	H	11	RR	2	1 $\frac{3}{64}$	.006	.006	192A
Eight C-39, C-40.....	'47	O-L	H	12	RS	2	1 $\frac{3}{64}$	.006	.006	1105A
Six C-38W, C-38S.....	'48	O-L	H	11	RR	2	1 $\frac{3}{64}$	.006	.006	192A
Eight C-39, C-40.....	'48	O-L	H	12	RS	2	1 $\frac{3}{64}$	.006	.006	1105A
Six, C-45.....	'49	O-L	H	11	RR	2	1 $\frac{3}{64}$	.006	.006	1161(b)
Eight, C-46, C-47.....	'49	O-L	H	12	RS	2	1 $\frac{3}{64}$	.006	.006	1105(b)
Six.....	'50	O-L	H	12	25 $\frac{1}{8}$	2	1 $\frac{3}{64}$	.006	.006	1105(b)
Eight.....	'50	O-L	H	12	25 $\frac{1}{8}$	2	1 $\frac{3}{64}$	.006	.006	1105(b)
S51.....	'51	O-L	H	12	25 $\frac{1}{8}$	2	1 $\frac{3}{64}$	.006	.006	1105(b)
C51.....	'52	O-L	H	12	25 $\frac{1}{8}$	2	1 $\frac{3}{64}$	.006	.006	1105A
C55.....	'52	O-L	H	12	25 $\frac{1}{8}$	2	1 $\frac{3}{64}$	.006	.006	1105A
C-60, C-56.....	'53	O-L	H	12	25 $\frac{1}{8}$	2	1 $\frac{3}{64}$	.006	.006	—
<b>CONSUL (English)</b>										
Four Cylinder.....	'52	G	M	9.9	8.72	1.25	.010	.170	.010	830
Four Cylinder.....	'53	(I)	H	9	8.65	1.75	.197	—	—	830
<b>CROSLEY</b>										
CC (Up to 41547).....	'47	GH	M	6	14	1 $\frac{1}{32}$	$\frac{3}{16}$	.006-.008	.006-.008	6023(b)
CC, CD (Up to 106039).....	'48	O	M	6	14	1 $\frac{1}{32}$	$\frac{3}{16}$	.008	.008	6023(b)
CD (After 106039).....	'49	GH	GH	7	—	—	$\frac{3}{8}$	—	—	6023(b)
(All models).....	'50	GH	H	7 $\frac{1}{2}$	—	1 $\frac{1}{4}$	$\frac{3}{8}$	—	—	6023(b)
(All models).....	'51	B	H	9	16 $\frac{19}{64}$	1	$\frac{3}{8}$	.010	.005(F) .008(R)	6023(b)
All Models.....	'52	B	H	9	P9.4688	1	.2188	(Push Rod)	(Push Rod)	6023(b)
SC. 8281										6023(b)

For key to abbreviations see page 121



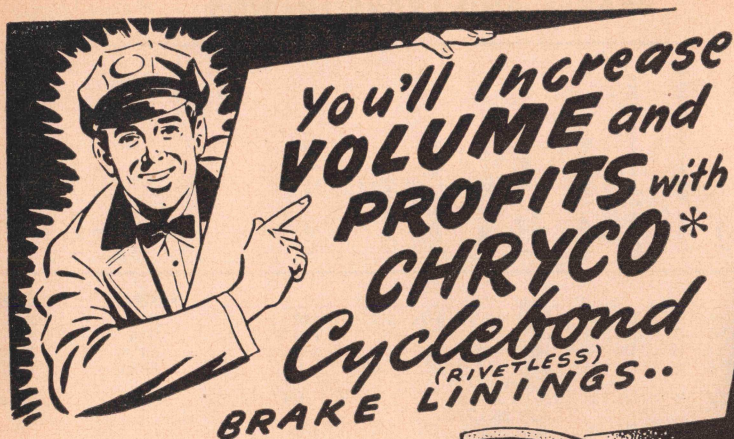
## BRAKES AND BRAKE LININGS

Make and Model	Year	Brake Mechanism—Make	Brake Mechanism—Type	Drum Diameter	Lining—Length per Wheel	Lining—Width	Lining—Thickness	Clearance—Toe	Clearance—Heel	F.M.S. Number
<b>DE SOTO</b>										
S-11.....	'47	O-L	H		RR	2	$1\frac{3}{64}$	.006	.006	FRONT
S-11.....	'48	O-L	H	11	RR	2	$1\frac{3}{64}$	.006	.006	192A
S-13 Custom.....	'49	O-L	H	11	RR	2	$1\frac{3}{64}$	.006	.006	192A
S14.....	'50	O-L	H	12	$25\frac{1}{8}$	2	$1\frac{3}{64}$	.006	.006	1105A
S15.....	'51	OL	H	12	$25\frac{1}{8}$	2	$1\frac{3}{64}$	.006	.006	1105A
S15, S17.....	'52	OL	H	12	$25\frac{1}{8}$	2	$1\frac{3}{64}$	.006	.006	1105A
S-18, S-16.....	'53	O-L	H	12	$25\frac{1}{8}$	2	$1\frac{3}{64}$	.006	.006	1105A
<b>DODGE</b>										
D-25.....	'47	O-L	H	10	FR	2	$1\frac{3}{64}$	.006	.006	1106A
D-24.....	'47	O-L	H	11	RR	2	$1\frac{3}{64}$	.006	.006	1213
D-25.....	'48	O-L	H	10	FR	2	$1\frac{3}{64}$	.006	.006	192A
D-24.....	'48	O-L	H	11	RR	2	$1\frac{3}{64}$	.006	.006	1106A
D-30.....	'49	O-L	H	11(a)	RR	2	$1\frac{3}{64}$	.006	.006	1213
D-31, D-32.....	'49	O-L	H	10	FR	2	$1\frac{3}{64}$	.006	.006	192A
D34, D35, D36.....	'50	O-L	H	11(a)c	RR(c)	2	$1\frac{3}{64}$	.006	.006	1106A
D39, D40.....	'51	OL	H	10	$21\frac{1}{8}$	$\frac{1}{2}$	$1\frac{3}{64}$	.006	.006	192A
D42.....	'51	OL	H	11	$23.20\frac{3}{8}$	2	$1\frac{3}{64}$	.006	.006	1106A
D39, D40.....	'52	OL	H	10	FR	2	$1\frac{3}{64}$	.006	.006	192A
D42.....	'52	OL	H	11	$23.20\frac{3}{8}$	2	$1\frac{3}{64}$	.006	.006	1106A
D-43.....	'53	O-L	H	10	$21(F)$	2	$1\frac{3}{64}$	.006	.006	192A
D-44 V-8.....	'53	O-L	H	11	$18\frac{1}{2}(R)$					
					$23(F)$	2	$1\frac{3}{64}$	.006	.006	
					$20\frac{3}{8}(R)$					
<b>FORD</b>										
De Luxe & Sup. De L.....	'47	O-L	H	12	X	$1\frac{3}{4}$	$\frac{3}{16}$	.010	FA	1167
De Luxe & Sup. De L.....	'48	O-L	H	12	X	$1\frac{3}{4}$	$\frac{3}{16}$	.010	FA	1167
V-8.....	'49	B	Ds	10	$23\frac{1}{2}$	$\frac{1}{4}$	$\frac{3}{16}$	.008	.008	2024
V-8.....	'50	O-L	H	10	—	$2.25f$	.187	.010	FA	294
V-8.....	'51	O-L	H	10	—	$2.25f$	.187	.010	FA	294
Customline, Mainline.....	'52	O-L	H	10	21.71	$2.25$	.187	.010	.010	2024
						$1.75$				294
Mainline, Customline.....	'53	O-L	H	10	21.70	F-2.25	.187	.010	.010	—
						R-1.75				
<b>FRAZER</b>										
F-47.....	'47	B	H	11	m	2	$1\frac{3}{64}$	.008	.008	1219
F-47-47C-485-486.....	'48	B	H2	11	$22\frac{3}{32}$	2	$1\frac{3}{64}$	.010	.010	1219
F-495, 496.....	'49	B, Wa	H	11	$22\frac{3}{32}$	2	$1\frac{3}{64}$	.010	.010	1219
F-495, 496.....	'50	B, Wa	H	11	$22\frac{3}{32}$	2	$1\frac{3}{64}$	.010	.010	1219
F-515 and F-516.....	'51	G	H	—	—	2	$1\frac{3}{64}$	.010	.010	1219
<b>HENRY J</b>										
K523, K523.....	'52	B	H	9	P9.87	P2	.1875	.010	.010	1221
K524, K524.....	'52	B	H	9	S7.62	S1 $\frac{3}{4}$	.1875	.010	.010	1221
All Models.....	'53	Wa	(C)	11	22	2	$\frac{3}{16}$	—	—	—
<b>HILLMAN MINX (English)</b>										
Mark III.....	'49	L	H	8	—	$1\frac{1}{2}$	—	Ø	Ø	831A
Mark IV.....	'50	L	H	8	—	$1\frac{1}{2}$	—	—	—	831A
Mark IV.....	'51	L	H	8	15	1.5	2	hm	—	831A
Minx.....	'52-'53	L	H	8	15	1.5	2	hm	—	831A
<b>HUDSON</b>										
Six-171, 172.....	'47	B	H	10	199 $\frac{27}{32}$	$1\frac{3}{4}$	$\frac{3}{16}$	.010	.010	2012
Eight-173, 174.....	'47	B	H	11	211 $\frac{19}{32}$	$1\frac{3}{4}$	$\frac{3}{16}$	.010	.010	292A
Series 481, 482.....	'48	B	Da	11	fr	(fr)	.177	.010	.010	2012
Series 483, 484.....	'48	B	Da	11	fr	(fr)	.177	.010	.010	292A
Series 491, 492.....	'49	B	Da	11	fr	(fr)	.177	.010	.010	2015A

For key to abbreviations see page 121

(Continued on page 110)





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ON AN EXCHANGE BASIS  
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**LOOK AT THESE BENEFITS:**

**EASY TO INSTALL**—they're complete with shoe and lining. No riveting! Just install and adjust!

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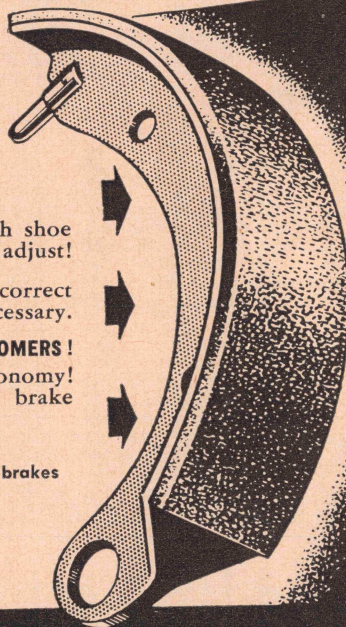
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## BRAKES AND BRAKE LININGS

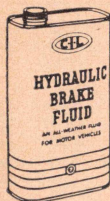
Make and Model	Year	Brake Mechanism—Make	Brake Mechanism—Type	Drum Diameter	Lining—Length per Wheel	Lining—Width	Lining—Thickness	Clearance—Toe	Clearance—Heel	F.M.S. Number	
<b>HUDSON (Cont'd)</b>											
Series 493, 494	'49	B	Da	11	fr	(fr)	.177x	.010		<b>FRONT</b>	<b>REAR</b>
Series 500-504	'50	B	Da	11	fr	h	.177	.010	.010	2015A	292A
4A, 5A, 6A, 7A, 8A, 11A	'51	B	Da	11	Hu	Hu	.177	.010	.010	292A	292A
4B, 5B	'52	B	Da	11	(fr)21.32	1.75	.177	.010	.010	2015A	292A
					R20.87	1.75				2015A	292A
6B, 7B, 8B	'52	B	Da	11	(fr)21.32	2.25	.177	.010	.010	2015A	292A
					R20.108	1.75					
1C, 2C	'53	B	H	9	17.5	2(F)	.175	.010	.010	—	—
						1 $\frac{3}{4}$ (R)					
4C	'53	B	Da	11	20.19	1 $\frac{3}{4}$	.177	.010	.010	—	—
5C, 7C	'53	B	Da	11	21.32	2 $\frac{1}{4}$ (F)	.177	.010	.010	—	—
						1 $\frac{3}{4}$ (R)					
<b>HUMBER (English)</b>											
Mark III	'49	L	L2	9	—	1.75	—	—	—	832	832
Hawk (Mk. III)	'49	L	H	9	—	1.75	—	—	—	832	832
Super Snipe	'49	L	H	12	—	1.75	—	—	—	832	832
Super Snipe	'49	L	H	12	—	1.75	—	—	—	832	832
Pullman (Mk. II)	'49	L	H	12	—	1.75	—	—	—	832	832
Hawk (Mk. III)	'50	L	H	9	—	1.75	—	—	—	832	832
Super Snipe (Mk. II)	'50	L	H	12	—	1.75	—	—	—	832	832
Pullman (Mk. II)	'50	L	H	12	—	1.75	—	—	—	832	832
Hawk IV	'51	L	H	9	17	1.75	.2	hm	hm	832	832
Super Snipe III	'51	L	12	12	22.7	1.75	.2	hm	hm	832	832
Hawk IV	'52	L	12	12	22.7	1.75	.2	hm	hm	832	832
Super Snipe III	'52	L	12	12	22.7	1.75	.2	hm	hm	832	832
Hawk V	'53	L	H	12	22.7	1.75	.2	hm	hm	832	832
Super Snipe Mk. IV	'53	L	H	11	—	2.25	—	—	—	—	—
<b>JAGUAR (English)</b>											
2 $\frac{1}{2}$ Litre, Sal. & C.	'49	G	H	12	23	2 $\frac{1}{4}$ (fr) $\frac{1}{4}$	—	—	—	838	838
3 $\frac{1}{2}$ Litre, S&C, Mk.V.	'49	G	H	12	23	(fr) $\frac{1}{4}$	—	—	—	838	838
3 $\frac{1}{2}$ Litre, XK, 120S.S.	'49	L	H	12	23	2 $\frac{1}{4}$	$\frac{3}{16}$	—	—	838	838
2 $\frac{1}{2}$ Litre Mk. V.	'52-'53	G	H	12	23	(fr)2 $\frac{1}{4}$	$\frac{1}{4}$	—	—	838	838
						(R)1 $\frac{3}{4}$					
3 $\frac{1}{2}$ Litre Mk. V.	'52-'53	G	H	12	23	(fr)2 $\frac{1}{4}$	$\frac{1}{4}$	—	—	838	838
						(R)1 $\frac{3}{4}$					
Mark VII	'52-'53	G	H	12	23	2 $\frac{1}{4}$	$\frac{3}{16}$	—	—	838	838
3 $\frac{1}{2}$ Litre XK120	'52-'53	L	H	12	23	2 $\frac{1}{4}$	$\frac{3}{16}$	—	—	838	838
<b>KAISER</b>											
K-100	'47	B	H	10	m	2	$\frac{15}{64}$	.008	.008	1219	1216
K-100-101-481-482	'48	B	H2	11	22 $\frac{25}{32}$	2	$\frac{15}{64}$	.010	.010	1219	1216
Series K-491, 492	'49	B, Wa	H	11	22 $\frac{25}{32}$	2	$\frac{15}{64}$	.010	.010	1219	1216
K-491, 492	'50	B, Wa	H	11	22 $\frac{25}{32}$	2	$\frac{15}{64}$	.010	.010	1219	1216
K-511 and K-512	'51	Bend	H	—	—	2	$\frac{15}{64}$	.010	.010	1219	1216
K521, K522	'52	B	H	10.995-21.875	2	$\frac{15}{64}$	.010	.010	.010	1219	1216
				11.005							
K53	'53	Wa	(°)	11	22	2	$\frac{3}{16}$	—	—	—	—
<b>LINCOLN</b>											
Linc. & Linc. Cont.	'47	B	H	12	24	1 $\frac{3}{4}$	.210	.010	.006	2005A	296A
Linc. & Linc. Cont.	'48	B	H	12	24	1 $\frac{3}{4}$	.210	.010	.006	2005A	296A
Linc. & Linc. Cont.	'49	(Not distributed in Canada)									
Linc. & Linc. Cont.	'50	(Not distributed in Canada)									
Linc. & Linc. Cos.	'51	O	H	12	23	gg	$\frac{3}{16}$	.010	.010	2005A	296A
Lincoln	'52	O-L	H	11	F22.54	2.50	.212	.010	.010	2005A	296A
					R22/54	2.00					
Lincoln	'53	O-L	H	11	22.54	F-2.50	.212	.010	.010	—	—
					R-2.00						





# NO BRAKES!

Brake failure at crucial moments can cause heavy damage — yes, even death! When customers come to you for brake service, they entrust their safety to you. Why give them anything but the best, especially when there's so few cents' difference between top-quality brake fluid and inferior fluids?



## C-I-L ALL-WEATHER HYDRAULIC BRAKE FLUID

Fully meets S.A.E. and car manufacturers' specifications for a moderate-duty fluid for light and medium equipment under normal operating conditions. Its minimum boiling point is 232°F. and it remains fluid down to 40°F. below zero (pour point). It mixes readily with all other approved brake fluids, is non-corrosive and both lubricates and prevents deterioration of the working parts.

The high boiling points of both C-I-L All-Weather and C-I-L Heavy-Duty Brake Fluids withstand high operating temperatures caused by friction, and assure safety from "vapour lock" in the brake system. Low pour points allow fluids to flow freely in the coldest weather.

**C-I-L HEAVY-DUTY HYDRAULIC BRAKE FLUID.** Not only meets but exceeds S.A.E. specifications. Its minimum boiling point is 300°F. and its pour point 90°F. below zero.

*Make more  
money from  
Brake Service*

Advise customers to have brake fluid drained and brakes flushed every 6 months. Refill with C-I-L Hydraulic Brake Fluid. Twice-a-year brake service means greater safety for your customers, more profits for you.

53-CSB-9



**CANADIAN INDUSTRIES LIMITED • MONTREAL**



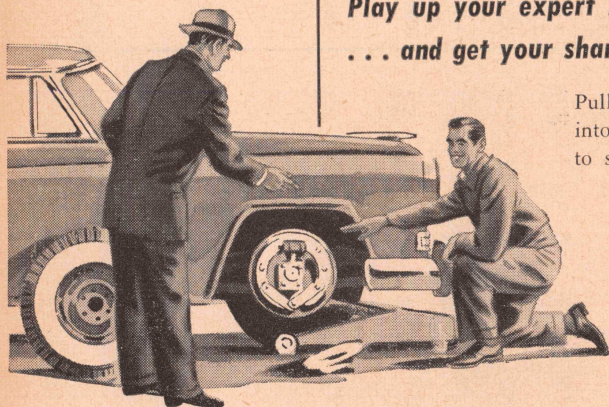
## BRAKES AND BRAKE LININGS

Make and Model	Year	Brake Mechanism—Make	Brake Mechanism—Type	Drum Diameter	Lining—Length per Wheel	Lining—Width	Lining—Thickness	Clearance—Toe	Clearance—Heel		F.M.S. Number
<b>MERCURY</b>										FRONT	REAR
114, 114X & 118.....	'47	O-L	H	12	X	1 3/4	3/16	.010	FA	284	287
114, 114X & 118.....	'48	O-L	H	12	X	1 3/4	3/16	.010	FA	284	287
Mercury.....	'49	B	Ds	11	23 3/8	1 1/2	3/16	.008	.008	284	287
Mercury.....	'50	O-L	H	11	(m)	(m)	.212	.010	FA	284	287
Mercury.....	'51	O-L	H	11	(m)	(m)	.212	.010	FA	284	287
Mercury.....	'52	O-L	H	11	21.21	2.00	.212	.010	.010	284	287
Mercury.....	'53	O-L	H	11	21.21	1.75 F-2.00, 2.12 R-1.75	.212	.010	.010	284	287
<b>METEOR</b>										2024	294
Meteor.....	'49	B	Ds	10	23 1/2	1 1/2	3/16	.008	.008	2024	294
Meteor.....	'50	O-L	H	10	—	—	.187	.010	FA	2024	294
Meteor.....	'51	O-L	H	10	—	—	.187	.010	FA	2024	294
Customline, Mainline.....	'52	O-L	H	10	21.71	2.25 1.75	.187	.010	.010	2024	294
Mainline, Customline.....	'53	O-L	H	10	21.70	F-2.25, 1.87 R-1.75	.187	.010	.010	—	—
<b>MG (English)</b>										817	817
T.C.....	'48	L	H	—	—	—	—	—	—	817	817
Series Y.....	'49	L	H	9	8 1/2	1 1/2	3/16	—	—	817	817
Series TD.....	'50	L	H	9	8.46	1.47	aa	—	—	817	817
Series Y.....	'50	L	H	9	8.46	1.47	aa	—	—	817	817
Midget Series 'TD'.....	'51	L	H	9	8.46W	1.47	.203	—	—	—	—
1 1/4 Litre Series 'Y'.....	'51	L	H	9	8.5W	1.50	3/16	—	—	—	—
Midget TD.....	'52-'53	L	H	9	8.46	1.47	.203	—	—	—	—
1 1/4 Litre YB.....	'52-'53	L	H	9	8.46	1.47	.203	—	—	—	—
<b>MONARCH</b>										284	287
V-8.....	'47	O-L	H	12	X	1 3/4	3/16	.010	FA	284	287
V-8.....	'48	O-L	H	12	X	1 3/4	3/16	.010	FA	284	287
V-8.....	'49	B	Ds	11	23 3/8	1 1/2	3/16	.008	.008	284	287
V-8.....	'50	O-L	H	11	—	—	.212	.010	FA	284	287
V-8.....	'51	O-L	H	11	—	—	.212	.010	FA	284	287
V-8.....	'52	O-L	H	11	21.21	2.00	.212	.010	.010	284	287
V-8.....	'53	O-L	H	11	21.21	1.75 F-2.00, 2.12 R-1.75	.212	.010	.010	—	—
<b>MORRIS (English)</b>										816	816
8 Series E.....	'48	L	H	—	—	—	—	—	—	816	817
10 Series M.....	'48	L	H	—	—	—	—	—	—	816	816
Minor.....	'48	L	H	7	6.54	1.22	.198	—	—	831	831
Oxford.....	'48	L	H	8	7.5	1.47	.203	—	—	831	831
Six.....	'49	L	H	10	9.42	1.72	.203	—	—	834	834
Minor.....	'49	L	H	7	6.54	1.22	.198	—	—	831	831
Oxford.....	'49	L	H	8	7.5	1.47	.203	—	—	831	831
Six.....	'50	L	H	10	9.42	1.72	.203	—	—	834	834
Minor.....	'50	L	H	7	6.54	1.22	.198	—	—	831	831
Oxford.....	'50	L	H	8	7.5	1.47	.203	—	—	831	831
Minor.....	'51	L	H	7	6.54W	1.22	.198	—	—	831	831
Oxford.....	'51	L	H	8	7.5W	1.47	.203	—	—	831	831
Six.....	'51	L	H	10	9.42W	1.72	.203	—	—	834	834
Minor.....	'52-'53	L	H	7	6.54	1.22	.198	—	—	831	831
Morris Oxford.....	'52-'53	L	H	8	7.5	1.47	.203	—	—	831	831
Morris Six.....	'52-'53	L	H	10	9.42	1.72	.203	—	—	831	831
Minor Series II.....	'53	L	H	7	6.54	1.22	.198	—	—	MR19	831
<b>NASH</b>										2011	2011
Series 4740.....	'47	B	H	9	20 1/2	1 3/4	3/16	.010	.010	237	237
Series 4760.....	'47	B	H	10	22	2	3/16	.010	.010	1221	1221
Series 4840.....	'48	B	H	9	bbb	2	3/16	.004	.088	237	237
Series 4860.....	'48	B	H	10	bb	2	3/16	.004	.008	237	237



Leading automotive journal reveals that—

# 6 out of 10 cars need brake work



Pull a wheel on every car that comes into your shop and ask the customer to see for himself the condition of his brake linings. He will be quick to ask you to replace dangerously worn linings. This selling strategy not only builds your brake business, it also helps you sell other services.

And you can clinch more sales using

## Johns-Manville Asbestos Brake Lining

— a name known to millions for quality!

There's a J-M Brake Lining for every car or truck made. The handily packaged 4-Star Sets are clearly marked for instant identification. Custom made for passenger cars, their "balanced friction" assures an extra margin of safety . . . smoother, surer stops. J-M Fleet-Tested Sets are specially designed for all popular medium and light commercial vehicles. Ideal for power brakes. Johns-Manville also provides a complete line of long-wearing, smooth-acting *Clutch Facings* for every type of service.



### Powerful Johns-Manville Promotion Program helps you sell!

Consistent advertising in leading Canadian newspapers and in the Saturday Evening Post and Colliers, plus signs, posters, manuals and other effective point-of-sale material help you build a profitable brake business.

For details see your J-M distributor, or contact Canadian Johns-Manville, 199 Bay St., Toronto, Ontario.





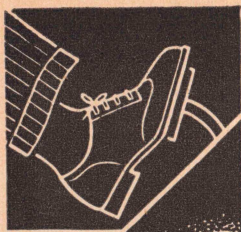
## BRAKES AND BRAKE LININGS

Make and Model	Year	Brake Mechanism—Make	Brake Mechanism—Type	Drum Diameter	Lining—Length per Wheel	Lining—Width	Lining—Thickness	Clearance—Toe	Clearance—Heel	F.M.S. Number
<b>NASH (Cont'd.)</b>										
Series 4940.....	'49	R	H	9	17 1/2	bbb	3/16	.015	.015	FRONT 1215 or 1221
Series 4960.....	'49	B	H	10	22	2	3/16	.015	.015	237
Canadian Statesman.....	'50	Mc	H	11	10 5/8	1 3/4	3/16	—	—	653
Statesman (U.S.).....	'50	B	H	9	—	—	—	—	—	—
Ambassador (U.S.).....	'50	B	H	10	—	—	—	.015	.015	2027
Rambler (U.S.).....	'50	B	H	8	—	R	—	—	—	2027
Canadian Statesman.....	'51	BB	Mc	11	9 11/16 P 11 3/4 S	****	3/16	.010	.010	1237
Canadian Statesman.....	'52									2006A
Series 5210.....	'52	B	H	8	8 27/64	P 1 3/4 (R) S 1 1/2 (F) 1 (R)	.214	FA	FA	2006A
Series 5240.....	'52	B	H	9	P 9 7/8 S 7 11/16	P 2 S 1 3/4	.214	.015	.015	2006A
Series 5260.....	'52	B	H	10	P 8 13/16 S 11 1/2	P 2 S 2 1/2	.214	.015	.015	2006A
All Statesman.....	'53	B	H	9	(°)	(°)	—	(°)	(°)	—
All Rambler.....	'53	B	H	8	8	R	—	(°)	(°)	—
All Ambassador.....	'53	B	H	10	(°)	(°)	—	.015	.015	—
<b>OLDSMOBILE</b>										
Six.....	'47	B	H	11	21 5/16	i	3/16	.015	.015	2006
Eight.....	'47	B	H	11	21 5/16	K	3/16	.015	.015	292
Six.....	'48	B	H	11	21 5/16	i	3/16	.015	.015	2006
Eight.....	'48	B	H	11	21 5/16	K	3/16	.015	.015	292
Six.....	'49	Va	H	11	21 5/16	i	3/16	.015	.015	2006
Eight.....	'49	Va	H	11	21 5/16	e	3/16	.015	.015	292
Six ("76").....	'50	Va	H	11	21 5/16	O	3/16	.015	.015	2006
Eight ("88").....	'50	Va	H	11	21 5/16	e	3/16	.015	.015	292
Eight ("88").....	'51	O	H	11	21 5/16	(i)	3/16	.015	.015	2006
Eight.....	'52	B	H	11x2 1/2	P 9 3/8	2 1/2	3/16	.015	.015	2025
All Models.....	'53	B	H	(R) 11x2 1/2 (F) 11x2 1/2	S 12 1/2 21 13/32	(R) 2 2 1/2 (F)	3/16	.015	.015	2006
<b>PACKARD</b>										
2100.....	'47	H2	12C	11C	XX	1 3/4	3/16	—	—	2003
2101 & 2111.....	'47	H2	12C	12C	††	1 3/4	3/16	—	—	2003
2103, 2106 & 2126.....	'47	H2	12C	12C	††	1 3/4	3/16	—	—	2003
2130.....	'47	H2	12C	12C	††	1 3/4	3/16	—	—	221
2201, 2211.....	'48	—	H2	12C	11 1/2	1 3/4	3/16	—	—	2003
2202, 2232.....	'48	—	H2	12C	11 1/2	1 3/4	3/16	—	—	2003
2206, 2233.....	'48	—	H2	12C	11 1/2	2 1/4	3/16	—	—	2003
2301.....	'49	O-L	H2	12	24 1/2	1 3/4	3/16	—	—	221
2302, 2332.....	'49	O-L	H2	12	24 1/2	1 3/4	3/16	—	—	2003
2306, 2333.....	'49	O-L	H2	12	24 1/2	1 3/4	3/16	—	—	2003
2301.....	'50	O-L	H2	12	24 1/2	1 3/4	3/16	—	—	221
2'02, 2332.....	'50	O-L	H2	12	24 1/2	1 3/4	3/16	—	—	2003
2306, 2333.....	'50	O-L	H2	12	24 1/2	1 3/4	3/16	—	—	221
200 & 200 Del. 2401.....	'51	—	H2	12	24 1/2	1 3/4	3/16	—	—	2003
300 2402.....	'51	O-L	H2	12	24 1/2	K	3/16	—	—	220
400 Patrician 2406.....	'51	O-L	H2	12	24 1/2	K	3/16	—	—	—
200, 2501.....	'52	.2	H	12	24 1/2	1 3/4	3/16	—	—	—
250, 2531, 300, 2505, 400, 2506.....	'52	.2	H	12	24 1/2	2 1/4 (R) 2	3/16	—	—	—
2601, 2611.....	'53	O-L	H2	12C	24 1/2	1 3/4	3/16	.010	.015	4112(°)
2602, 2606, 2626, 2631.....	'53	O-L	H2	12C	24 1/2	2 1/2 (F) 2 (R)	3/16	.010	.015	4112(°)
2613, 2633.....	'53	O-L	H2	12C (F) 26 (F) 14C (R) 29 3/4 (R)	2 3/4 (F) 2 3/4 (R)	3/16 (F) 1 1/4 (R)	.010	.015	4112(°)	9051S

For key to abbreviations see page 121

(Continued on page 116)





# BE SAFER WITH \*CHRYCO Super BRAKE FLUID



Your brakes get extra protection against wear and corrosion with Chryco Super Brake Fluid. Actual tests prove it remains fluid from 80 below zero to 333 degrees above—a range of over 400 degrees. In cold weather or hot, dependable Chryco Super Brake Fluid is the super safeguard for your hydraulic brakes.

APPROVED BY  
CHRYSLER  
CORPORATION  
ENGINEERS

Insist on  
CHRYCO SUPER BRAKE FLUID  
... and be sure!



\* A trademark of the Chrysler Corporation of Canada, Limited.

## CHRYSLER CORPORATION

OF CANADA, LIMITED

PARTS DIVISION

WINDSOR, ONTARIO

INSIST ON CHRYCO PARTS AND ACCESSORIES . . . AND BE SURE!  
ORDER THEM FROM YOUR CHRYSLER-PLYMOUTH-FARGO OR  
DODGE-DESOTO DEALER. HE WILL RUSH DELIVERY.



## BRAKES AND BRAKE LININGS

Make and Model	Year	Brake Mechanism—Make	Brake Mechanism—Type	Drum Diameter	Lining—Length per Wheel	Lining—Width	Lining—Thickness	Clearance—Toe	Clearance—Heel	F.M.S. Number
<b>PLYMOUTH</b>										
P-15.....	'47	O-L	H	10	FR	2	1 $\frac{3}{16}$ <sub>64</sub>	.006	.006	FRONT
P-15.....	'48	O-L	H	10	FR	2	1 $\frac{3}{16}$ <sub>64</sub>	.006	.006	1106A 1213
P-17, P-18.....	'49	O-L	H	10	FR	2	1 $\frac{3}{16}$ <sub>64</sub>	.006	.006	1106A 1213
P-19, P-20.....	'50	O-L	H	10	FR	2	1 $\frac{3}{16}$ <sub>64</sub>	.006	.006	1106A 1213
P-22, P-23.....	'51	OL	H	10	FR	2	1 $\frac{3}{16}$ <sub>64</sub>	.006	.006	1106A 1213
P-22-P23.....	'52	OL	H	10	FR	2	1 $\frac{3}{16}$ <sub>64</sub>	.006	.006	1106A 1213
P-24.....	'53	O-L	H	10	21(F) 18 $\frac{1}{2}$ (R)	2	1 $\frac{3}{16}$ <sub>64</sub>	.006	.006	1106A 1213
<b>PONTIAC</b>										
Six & Eight.....	'47	O	H	11	21 $\frac{3}{16}$ <sub>64</sub>	i	3 $\frac{1}{16}$ <sub>16</sub>	.015	.015	—
Six.....	'48	O	H	11	22 $\frac{3}{16}$ <sub>64</sub>	1 $\frac{3}{4}$	3 $\frac{1}{16}$ <sub>16</sub>	.015	.015	—
Eight.....	'48	O	H	11	21 $\frac{3}{16}$ <sub>64</sub>	i	3 $\frac{1}{16}$ <sub>16</sub>	.015	.015	—
Six...2000, 2200, 2500	'49	O	H	11	21 $\frac{3}{16}$ <sub>64</sub>	(fr)\$	.221x	—	—	653 653
Eight.....	'49	O	H	11	21 $\frac{3}{16}$ <sub>64</sub>	(fr)	.221x	—	—	2015 292
Six, 2000, 2200, 2500.....	'50	Ds-hk	H	11	xx	(fr)\$	3 $\frac{1}{16}$ <sub>16</sub>	—	—	653 653
Eight-2700.....	'50	Ds-hk	H	11	xx	(fr)\$	3 $\frac{1}{16}$ <sub>16</sub>	—	—	2015 292
Six, Eight.....	'51	B	H	11	21.3125	pf	.196	.015	.015	2006 292
Six.....	'52	—	H	11	P9.36	2 $\frac{1}{4}$	.220	.015	.015	2006 292
Eight.....	'52	—	H	11	S12.03	(R)1 $\frac{1}{2}$	.220	.015	.220	2015 292
20-2200 Series.....	'53	O	H	11	P9.36	2 $\frac{1}{4}$	.220	.015	.220	2015 292
2500, 2700.....	'53	O	H	11	S12.03	(r)1 $\frac{1}{2}$	.220	.015	.220	2015 292
N.B. Fleetleaders (1941-2-6-7-8) are 20 and 22 Series; Torpedo 6 & 8 (1941-2-6-7-8) are 25 and 27 Series respectively. Streamliner 6 & 8 (1941-2-6-7-8) are 26 and 28 Series respectively; Streamliner 6 & 8 (1948) not distributed in Canada.										
<b>PREFECT</b> (English)										
Four Cylinder.....	'49	G	FW	10	17.44	1.25	.17	.010	.010	830 830
Four Cylinder.....	'50	G	M	10	17.54	1.25	1 $\frac{1}{16}$ <sub>64</sub>	.010	.010	830 830
Four Cylinder.....	'51	G	M	10	17.54	1.25	1 $\frac{1}{16}$ <sub>64</sub>	.010	.010	830 830
Four Cylinder.....	'52	G	M	9.9	8.72	1.25	.170	.010	.010	830 830
<b>RILEY</b> (English)										
100 hp, 2 $\frac{1}{2}$ -Litre.....	'49	G	HM	—	—	—	—	—	—	828 825
1 $\frac{1}{2}$ Litre.....	'46-'50	G	HM	10	—	1 $\frac{3}{4}$	3 $\frac{1}{16}$ <sub>16</sub>	—	—	828 825
2 $\frac{1}{2}$ Litre.....	'47-'50	G	HM	12	—	1.656	3 $\frac{1}{16}$ <sub>16</sub>	—	—	828 825
1 $\frac{1}{2}$ Litre.....	'51	G	HM	10	—	1 $\frac{3}{4}$	3 $\frac{1}{16}$ <sub>16</sub>	—	—	828 825
2 $\frac{1}{2}$ Litre.....	'51	G	HM	11	—	2 $\frac{1}{4}$	3 $\frac{1}{16}$ <sub>16</sub>	—	—	828 825
1 $\frac{1}{2}$ Litre.....	'52-'53	G	HM	10	—	1 $\frac{3}{4}$	3 $\frac{1}{16}$ <sub>16</sub>	jc	jc	828 825
2 $\frac{1}{2}$ Litre.....	'52-'53	G	HM	11	—	2 $\frac{1}{4}$	3 $\frac{1}{16}$ <sub>16</sub>	jc	jc	828 825
<b>ROVER</b> (English)										
75.....	'49	G	HM	12	—	—	—	—	—	810 810
75.....	'50	G	H	11	—	1.75	.1875	jc	jc	810 810
Land Rover.....	'50	G	H	10	—	1.5	.1875	jc	jc	810 810
75.....	'51	G	H	11	—	1.75	.1875	jc	jc	810 810
Land Rover.....	'51	G	H	10	—	1.5	.1875	jc	jc	810 810
Land Rover.....	'52-'53	G	H	10	—	1.5	.1875	jc	jc	810 810
<b>STUDEBAKER</b>										
Champion 6-G.....	'47	Wa	H	9	18.5	2	3 $\frac{1}{16}$ <sub>16</sub>	SC	SC	1215 1215
Commander 14A.....	'47	Wa	H	11	22 $\frac{1}{4}$	2	3 $\frac{1}{16}$ <sub>16</sub>	SC	SC	1216 1216
Champion 7G.....	'48	Wa	H	9	18.5	2	3 $\frac{1}{16}$ <sub>16</sub>	SC	SC	1215 1215
Commander 15A.....	'48	Wa	H	11	22 $\frac{1}{4}$	2	3 $\frac{1}{16}$ <sub>16</sub>	SC	SC	1216 1216
Champion-8G.....	'49	Wa	H	9	18 $\frac{1}{2}$	2	3 $\frac{1}{16}$ <sub>16</sub>	SC	SC	1215 1215

For key to abbreviations see page 121

(Continued on page 118)



# Wagner offers everything needed for complete HYDRAULIC BRAKE SERVICE



## WAGNER FLUID-BAL Portable and Easy to Handle

Sturdy, well-constructed, portable pressure bleeder and refiller that makes a "one-man" job of bleeding and refilling the hydraulic brake system of any car or truck, and helps modernize your brake department.

## SELF-LEVELING MASTER CYLINDER REFILLER

Fully Automatic... Fills master cylinder to proper level—and no overflow is possible. Assures reliable job. Capacity one quart.



## HONE STAND

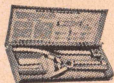
Brake Cylinder Hone Outfit (AC or DC) includes Hone Motor Drive Assembly, NoGo Gauge, and Hone Set, Master Cylinder and NoRoL Wrenches, and Explosion-Proof Switch.

## HONE DRIVE ASSEMBLY



(AC or DC) Hone Motor Assembly. The motor is totally enclosed to eliminate the possibility of fire hazard, and furnishes a seal against extraneous matter.

## MASTER CYLINDER BURRING TOOL



Master Cylinder Burring Tool. This tool is used to eliminate the burr that sometimes forms at the opening of the by-pass hole due to honing.

## NO GO GAUGES

NoGo Gauges. Castings which are honed so large that the NoGo Gauge can enter should be scrapped.



## HONE SET

To be used with a slow-speed drill or drill press. Necessary cutting and polishing stones included, together with adapter. Two assortments:  $\frac{3}{8}$ " to 2" and 1" to 2" diameter.



## WHEEL CYLINDER CLAMPS



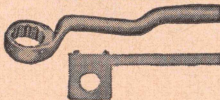
By using the wheel cylinder clamp, accidental blowing out of the pistons and subsequent bleeding operation is avoided.



## HYDRAULIC LINE PRESSURE GAUGE

Hydraulic Line Pressure Gauge gives the exact line-pressure reading transmitted from the master cylinder to the wheel cylinder.

## WRENCHES



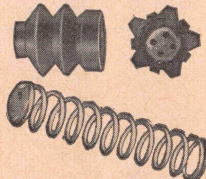
Special wrenches are available to properly adjust and tighten the anchor pins on the Wagner Hi-Tork brake, the Wagner master cylinder heads, and the Wagner NoRoL shaft seal.



## BLEEDER DRAIN and WRENCHES

Lightens the bleeding operation. Both wrenches and drain are needed.

## WAGNER LOCKHEED HYDRAULIC BRAKE PARTS



Wagner Lockheed hydraulic brake parts are recommended for superior quality, perfect fit, proved performance and long life. Whenever brakes need repair be sure you use genuine Wagner Lockheed parts. Ask for Catalog AU-500 for up-to-date listings.

## WAGNER LOCKHEED FLUID



Recommended for all hydraulic brakes because it retains its highly efficient qualities under all driving conditions. It exceeds S.A.E. Specifications and properly mixes with all other approved fluids and furnishes necessary lubrication for all working parts of the hydraulic brake system.

## Send for these Valuable Booklets

1. AU-500 provides one-point reference to fast moving brake parts and lining. Covers Lockheed Hydraulic Brake Parts and Fluid, CoMaX Brake Lining and Friction Materials.

2. HU-17 gives complete information on how to bleed and refill hydraulic brake systems.



H50-29A

# Wagner Brake Company Limited

Clayson Road, Dept. 41, Weston, Toronto 15, Ontario

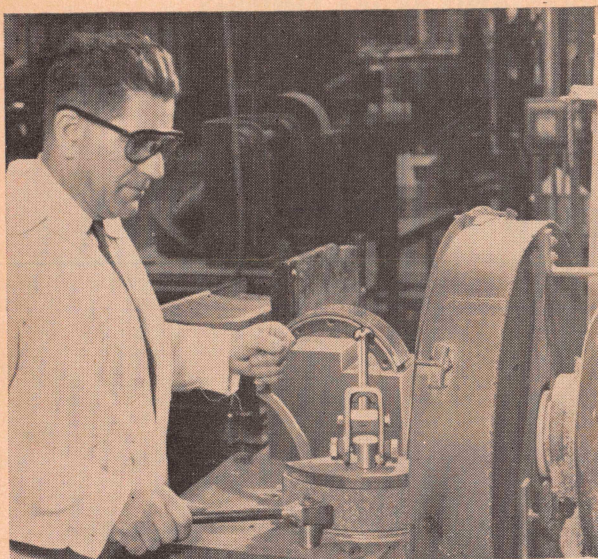


## BRAKES AND BRAKE LININGS

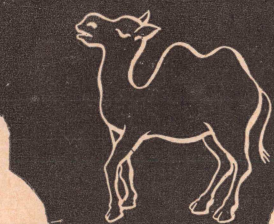
Make and Model	Year	Brake Mechanism—Make	Brake Mechanism—Type	Drum Diameter	Lining—Length per Wheel	Lining—Width	Lining—Thickness	Clearance—Toe	Clearance—Heel	F.M.S. Number
<b>STUDEBAKER</b> (Continued)										
Commander-16A.....	'49	Wa	H	11	22 $\frac{1}{4}$	2	$\frac{3}{16}$	SC	SC	FRONT
Champion 9G.....	'50	L	H	9	18.5	2	$\frac{3}{16}$	SC	SC	1216
Commander 17A.....	'50	L	H	11	22 $\frac{1}{4}$	2	$\frac{3}{16}$	SC	SC	1215
Champion 10-G.....	'51	L	H	9x2	18 $\frac{1}{2}$	2	$\frac{3}{16}$	SC	SC	1216
Commander V-8.....	'51	L	H	11,9x2	(F) 22 $\frac{1}{4}$	2	$\frac{3}{16}$	SC	—	1215
					(R) 18 $\frac{1}{2}$	2	$\frac{3}{16}$	—	—	1216
12G Champion.....	'52	Wa	H	9x2	10 $\frac{1}{4}$	2	$\frac{3}{16}$	SC	—	1215
3H Commander.....	'52	Wa	H	11x2	12 $\frac{1}{2}$	2	$\frac{3}{16}$	SC	—	1215
				(R) 9x2	(R) 10 $\frac{1}{4}$	2	$\frac{3}{16}$	—	—	1216
					(F) 9 $\frac{5}{8}$	2	$\frac{3}{16}$	—	—	
					(R) 7 $\frac{3}{4}$	2	$\frac{3}{16}$	—	—	
14G.....	'53	Wa	H	9x2	10 $\frac{1}{4}$ (F) <sup>(9)</sup>	2	$\frac{3}{16}$	SC	SC	—
					7 $\frac{3}{4}$ S	2	$\frac{3}{16}$	—	—	
4H.....	'53	Wa	H	11x2(F) <sup>(9)</sup>	9x2(R)	2	$\frac{3}{16}$	SC	SC	—
<b>SUNBEAM TALBOT</b> (English)										
90.....	'49	L	H	10	—	—	—	—	—	841
90.....	'50	L	H	10	—	1.75	—	—	—	841
90 II.....	'51	L	H	10	18.9	1.75	2	hm	hm	841
Sunbeam Talbot.....	'52-'53	L	H	10	18.9	1.75	2	hm	hm	841
<b>TRIUMPH</b> (English)										
Series TRD (1800).....	'47-48	G	H	—	—	—	—	—	—	831
Series TRA.....	'49	G	H	—	—	—	—	—	—	831
TRA.....	'51	G	H	—	—	—	—	—	—	831
Mayflower.....	'53	L	H	8	—	1 $\frac{1}{2}$	$\frac{3}{16}$	jc	jc	831
<b>VANGUARD</b> (English)										
Sedan & Est. car.....	'49	L	H	9	17 $\frac{1}{4}$	1 $\frac{3}{4}$	1 $\frac{3}{16}$	—	—	832
Sedan & Est. Car.....	'50	L	H	9	17 $\frac{1}{4}$	1 $\frac{3}{4}$	1 $\frac{3}{16}$	—	—	832
Sedan & Est. Car.....	'51	L	H	9	17 $\frac{1}{4}$	1 $\frac{3}{4}$	1 $\frac{3}{16}$	—	—	832
Standard.....	'53	L	H	9	—	1 $\frac{3}{4}$	1 $\frac{3}{16}$	jc	jc	832
<b>VAUXHALL LIP</b> (English)										
Velox.....	'49	LH	—	9 $\frac{1}{8}$	18 $\frac{1}{4}$	V	—	(T)	—	833
Velox.....	'50	LH	—	9 $\frac{1}{8}$	18 $\frac{1}{4}$	V	—	(T)	—	833
Velox.....	'51	LH	—	9 $\frac{1}{8}$	18 $\frac{1}{4}$	V	—	(T)	—	833
Vauxhall Lip.....	'52-'53	LH	—	9 $\frac{1}{8}$	18 $\frac{1}{2}$	V	—	(T)	—	833
<b>WILLYS</b>										
CJ-2A Uni. Jeep.....	'47	B	H	9	j	1 $\frac{3}{4}$	.210	.008	.005	2011
CJ-2A.....	'48	B	H	9	16 $\frac{58}{64}$	1 $\frac{3}{4}$	.206	—	—	2011
2WD, 4WD.....	'48	B	H	11	22 $\frac{1}{16}$	2	.182	—	—	2011
4-63, 6-63.....	'48	B	H	10	19	1 $\frac{3}{4}$	.182	—	—	2011
CJ-2AAX.....	'49	B	H	9	16 $\frac{58}{64}$	1 $\frac{3}{4}$	.206	.008	.005	2011
2 WD, 4WD.....	'49	B	H	11	22 $\frac{1}{16}$	2	.182	—	—	2011
4 63, 6 63.....	'49	B	H	10	19	1 $\frac{3}{4}$	.182	—	—	2011
CJ-3AAX.....	'49	B	H	9	16 $\frac{58}{64}$	1 $\frac{3}{4}$	.206	.008	.005	2011
4-73 Sta. Wgn.....	'50	B	H	10	19	1 $\frac{3}{4}$	.182-.192	—	—	1220
4x4-63 Sta. Wgn.....	'50	B	H	11	22 $\frac{1}{16}$	2	.182-.192	—	—	1219
6-73 Sta. Wgn.....	'50	B	H	10	19	1 $\frac{3}{4}$	.182-.192	—	—	1220
4-73 VJ Jeepster.....	'50	B	H	10	19	1 $\frac{3}{4}$	.182-.192	—	—	1220
6-73 VJ Jeepster.....	'50	B	H	10	19	1 $\frac{3}{4}$	.182-.192	—	—	1220
4-73 & VJ, 6-73 & VJ.....	'51	B	H	10	19	1 $\frac{3}{4}$	.182-.192	—	—	1220
4x4-63 Sta. Wgn.....	'51	B	H	11	22 $\frac{1}{16}$	2	.182-.192	—	—	1220
685, Ace & Wing.....	'52-'53	B	H	9	P9 $\frac{7}{8}$	P2	.214	.005	.005	—
					S7 $\frac{11}{16}$	S1 $\frac{3}{4}$	.214	.005	.005	—
Mod. 675 Aero Lark.....	'52-'53	B	H	9	P9 $\frac{7}{8}$	P2	.214	.005	.005	—
					S7 $\frac{11}{16}$	S1 $\frac{3}{4}$	.214	.005	.005	—
CJ3B Jeep.....	'53	L	H	11	12.25	2	.188	—	—	1220

For key to abbreviations see page 121





**We take OUT  
the Humps!**  
*they fit!  
they're Ferodo!*



Ferodo Brake Lining segments, after going on Bonded Brake Shoes, are RADIUS GROUND. This "takes out the humps", assuring full braking pressure of the entire shoe. After radius grinding there are no peaks and valleys. Care in manufacturing . . . quality in the product is a Ferodo watchword. "Durable Ferodo" and "They Fit! They're Ferodo!" are more than phrases. They're standards of excellence that Ferodo Brake Linings and Clutch Facings live up to.



**F E R O D O** BRAKE LININGS &  
CLUTCH FACINGS

A Department of

**ATLAS ASBESTOS COMPANY LIMITED**

Montreal

Toronto

Winnipeg

Vancouver



## BRAKES AND BRAKE LININGS

Make and Model	Year	Brake Mechanism—Make	Brake Mechanism—Type	Drum Diameter	Lining—Length per Wheel	Lining—Width	Lining—Thickness	Clearance—Toe	Clearance—Heel	F.M.S. Number
<b>WOLSELEY (English)</b>										
Four-Fifty.....'49		G	HM	—	—	—	—	—	—	FRONT 817
Six-Eighty.....'49		G	HM	—	—	—	—	—	—	817
Six-Eighty.....'48-'50		L	H	10	9.42	1.72	.203	—	—	841
Four-Fifty.....'48-'50		L	H	9	8.46W	1.47	.203	—	—	841
Four-Fifty.....'51		L	H	9	8.46W	1.47	.203	—	—	817
Six-Eighty.....'51		L	H	10	9.42W	1.72	.203	—	—	817
Four-Fifty.....'52-'53		L	H	9	8.46	1.47	.203	—	—	841
Six-Eighty.....'52-'53		L	H	10	9.42	1.72	.203	—	—	817
<b>ZEPHYR (English)</b>										
Six.....'52		G	H	9.0	—	1.75	.187	.010	.010	830
Six Cylinder.....'53		(1)	H	9	8.65	1.75	.197	—	—	830

## BRAKES AND BRAKE LININGS—DRIVESHAFT

Make and Model	Year	Hand Brake—Drum Diameter	Lining—Length	Lining—Width	Lining—Thickness	Lining—Clearance (Minimum—Maximum)
<b>CHRYSLER</b>						
Six C-38W, C-38S.....'47	7A	20AA	2 1/2	2 1/2	5/32	.015-.020
Eight C-39, C-40.....'47	7	20	2 1/2	2 1/2	5/32	.015-.020
Six C-38W, C-38S.....'48	7A	20AA	2 1/2	2 1/2	5/32	.015-.020
Eight C-39, C-40.....'48	7	20	2 1/2	2 1/2	5/32	.015-.020
Six, C-45.....'49	7	20	2 1/2	2 1/2	5/32	.015-.020
Eight, C-46, C-47.....'49	7	20	2 1/2	2 1/2	5/32	.015-.020
Six & Eight.....'50	7	20	2 1/2	2 1/2	5/32	.015-.020
Six & Eight.....'51	6	16 1/16	2	2	5/32	.015-.020
C51.....'52	7	6 1/2	2	2	5/32	DS
C55.....'52	7	6 1/2	2	2	5/32	DS
All Models.....'53	7	6 1/2	2	2	5/32	hm
<b>DE SOTO</b>						
S-11.....'47	7	20	2 1/2	2 1/2	5/32	.015-.020
S-11.....'48	7	20	2 1/2	2 1/2	5/32	.015-.020
S-13 Custom.....'49	7	20	2 1/2	2 1/2	5/32	.015-.020
Six.....'50	7	20	2 1/2	2 1/2	5/32	.015-.020
Six.....'51	7	20	2 1/2	2 1/2	5/32	DS
S15.....'52	7	6 1/2	2	2	5/32	DS
S17.....'52	7	6 1/2	2	2	5/32	DS
All Models.....'53	7	6 1/2	2	2	5/32	hm
<b>DODGE</b>						
D-25.....'47	6	16 1/16	2	2	5/32	.015-.020
D-24.....'47	6	16 1/16	2	2	5/32	.015-.020
D-25.....'48	6	16 1/16	2	2	5/32	.015-.020
D-24.....'48	6	16 1/16	2	2	5/32	.015-.020
D-30.....'49	6	16 1/16	2	2	5/32	.015-.020
D-31, D-32.....'49	6	16 1/16	2	2	5/32	.015-.020
D34, 35, 36.....'50	6	16 1/16	2	2	5/32	.015-.020
D39, D40, D42.....'51	6	16 1/16	2	2	5/32	.015-.020
P22, P23.....'51	6	16 1/16	2	2	5/32	.015-.020
Make and Model	Year	Hand Brake—Drum Diameter	Lining—Length	Lining—Width	Lining—Thickness	Lining—Clearance (Minimum—Maximum)
<b>D39-D40-D42</b>						
D-43.....'53	6	16 1/16	2	2	5/32	.015-.020
D-44 V-8.....'53	7	6 1/2	2	2	5/32	hm
<b>HUMBER</b>						
S.S. Mark IV.....'53	11	—	2.25	—	—	—
<b>PLYMOUTH</b>						
P-15.....'47	6	16 1/16	2	2	5/32	.015-.020
P-15.....'48	6	16 1/16	2	2	5/32	.015-.020
P-17, P-18.....'49	6	16 1/16	2	2	5/32	.015-.020
P19, 20.....'50	6	16 1/16	2	2	5/32	.015-.020
P22-P23.....'52	6	16 1/16	2	2	5/32	.015-.020
P-24.....'53	6	16 1/16	2	2	5/32	.015-.020
<b>STUDEBAKER</b>						
14G.....'53	(10)	18	2	2	5/16	SC
4H.....'53	(10)	22 1/8(F)	2	2	5/16	SC
<b>TRIUMPH</b>						
Mayflower.....'53	8	16 1/2	1 1/2	1 1/2	3/16	jc
<b>VANGUARD</b>						
Standard.....'53	9	17 3/8	1 3/4	1 3/4	3/16	jc
<b>WILLYS</b>						
CJ-2A Uni. Jeep.....'47	8	16 1/4	1 3/4	1 3/4	.210	—
CJ-2A XXX.....'49	8	8 1/2 W	1 3/4	1 3/4	.206-.216	—
CJ-3A XXX.....'49	8	8 1/2 W	1 3/4	1 3/4	.206-.216	(W)
685, Ace & Wing.....'52	9	P9 1/8	P2	P2	P.214	.005-.008
675, Lark.....'52-'53	9	P9 1/8	P2	P2	P.214	.005-.008
CJ3B Jeep.....'53	11	12.25	2	2	.188	—

For key to abbreviations see page 121



## BRAKES AND BRAKE LININGS

## ABBREVIATIONS

- a—C38S 2".  
aa—Lining thickness .203"- .193".  
@—Plus or minus .005"  
A—C38S 6".  
AA—C38S 16 $\frac{1}{16}$ ".  
b—Primary 9 $\frac{1}{16}$ "; secondary 12 $\frac{3}{4}$ ".  
(b)—Bonded  
bb—Primary 11"; secondary 11".  
bbb—Primary 10"; secondary 7 $\frac{1}{2}$ ".  
B—Bendix.  
c—D35, D36 drum diameter 10".  
(c)—D35, D36 lining length—front wheels 21"; rear 18 $\frac{1}{2}$ ".  
cc—Primary 10"; secondary 12 $\frac{3}{16}$ ".  
C—Centrifuse.  
(C)—Tighten to slight drag, back off 14 notches  
d—Left front wheel 1 $\frac{1}{8}$ "; other wheels 2 $\frac{1}{2}$ ".  
dd—Front 12"; rear 11".  
Da—Duo-automatic.  
Ds—Duo Servo.  
Dss—Duo-servo single anchor.  
e—221-.231.  
f—Lining width, rear, 1.75".  
fr—Front 21.32"; rear 20.87".  
(fr)—Front 2 $\frac{1}{4}$ "; rear 1 $\frac{3}{4}$ ".  
F—Models 60, 61, 62—front 2 $\frac{1}{4}$ "; rear 2". Model 75—front 2 $\frac{1}{4}$ "; rear 2 $\frac{1}{2}$ ".  
(F)—Front.  
FA—Floating anchors, self-adjusting.  
FR—Front wheels 21"; rear 18 $\frac{1}{2}$ ".  
FW—Floating wedge.  
g—H serial numbers Bendix; L serial numbers Wagner.  
G—Gendix non servo.  
GH—Goodyear Hawley, hydraulic.  
h—Model 500 lining width—front, 1 $\frac{3}{4}$ , rear 1 $\frac{3}{4}$ . Mode 501, front 2 $\frac{1}{4}$ , rear 1 $\frac{3}{4}$ .  
hk—Huck on series 2000, 2200 Pontiac.  
hm—Adjust to drum, back one notch.  
H—Hydraulic.  
Hu—Front 21.32; rear 20.108. Width front 2.25; rear 1.75.  
H2—Hydraulic two shoes.  
HM—Hydro-mechanical.  
(i)—Front 2 $\frac{1}{2}$ "; rear 2".  
j—Forward shoe 10 $\frac{1}{32}$ "; reverse 6 $\frac{3}{64}$ ".  
jc—Just clear.  
j—Forward shoe 10 $\frac{1}{32}$ "; reverse 6 $\frac{3}{64}$ ".  
K—Front 2 $\frac{1}{4}$ "; rear 2".  
L—Lockheed.  
m—Front 12 $\frac{1}{4}$ "; rear 10 $\frac{1}{32}$ ".  
(n)—Primary shoe 9.28; secondary 11.93.  
M—Mechanical.  
Mc—McKinnon.  
N—Not applicable.  
o—Rear 2 $\frac{1}{4}$ ".  
O—Own.  
O-L—Own Lockheed type.  
p—Front 25 $\frac{1}{8}$ "; rear 22 $\frac{3}{16}$ ".  
pf—Lining width 2.25 front; 1.75 rear.  
P—Width 2"; thickness 13 $\frac{1}{64}$ "; front wheels 12 $\frac{3}{16}$ "; rear 12- $\frac{3}{16}$ ". Front shoe 9 $\frac{5}{8}$ ". Primary shoe.  
q—Front wheel, both shoes .006"; rear wheel, front shoe .006"; rear .007".  
(r)—Reverse shoe.  
R—Rambler (U.S.) front primary 1 $\frac{3}{4}$ " wide; rear primary 1 $\frac{1}{4}$ ". Front secondary 1 $\frac{1}{2}$ "; rear secondary 1".  
(R)—Rear.  
RR—Front wheels 23"; rear 20 $\frac{3}{8}$ ".  
RS—Front wheels 25 $\frac{3}{8}$ "; rear 22 $\frac{3}{16}$ ".  
S—Secondary  
(s)—Seven passenger sedan—12.  
SC—Self-centering.  
Va—Various.  
v—202-.222.  
w—Tighten to slight drag, then back off four notches.  
W—Each shoe.  
Wa—Wagner.  
(W)—Back off seven notches on adjustment.  
x—Minimum.  
xx—11 $\frac{1}{32}$ "—r primary; 11 $\frac{1}{32}$ "—4 secondary.  
X—Forward shoe 13 $\frac{3}{8}$ "; rear 10 $\frac{1}{32}$ ".  
XX—Models CJ-2A and CJ-3A only models using independent handbrake.  
y—Primary 13.18"; secondary 10.1".  
Y—Primary 13.625"; secondary 10.3125".  
Z—Primary, front 2 $\frac{1}{4}$ "; rear 2". Secondary, front 2 $\frac{1}{4}$ "; rear 2".  
\*—With Simplicatic transmission 20 $\frac{1}{8}$ ".  
\*\*—Models 60, 61, 62 front 2"; rear 2 $\frac{1}{4}$ ". Model 75, front 2 $\frac{1}{2}$ "; rear 2 $\frac{1}{4}$ ".  
\*\*\*—187-.194.  
\*\*\*\*—Front 2", rear 1 $\frac{3}{4}$ ".  
†—Primary, front 11 $\frac{1}{2}$ "; rear 10 $\frac{5}{8}$ ". Secondary, front 13"; rear 12".  
††—Primary 11 $\frac{1}{2}$ "; secondary 13"  
†††—Front 2 $\frac{1}{4}$ "; rear 1 $\frac{3}{4}$ ".  
‡—8.992-9.002.  
§—Series 2000, 2200—lining length 20 $\frac{5}{8}$ "; width 1 $\frac{3}{4}$ "; thickness .187-.194".  
Ø—To adjust, tighten fully, back off 3 clicks.  
XX—Primary 10 $\frac{5}{8}$ "; secondary 12".  
+—Primary, front 11 $\frac{1}{2}$ "; rear 10 $\frac{5}{8}$ ". Secondary, front 13"; rear 12".  
(1)—Circling.  
(2)—Primary front 2", secondary front 2 $\frac{1}{2}$ ", secondary rear 2".  
(3)—Non-Servo floating shoe hydraulic.  
(4)—Primary 9 $\frac{7}{8}$ ", secondary 7 $\frac{5}{8}$ ".  
(5)—Primary 2", secondary 1 $\frac{3}{4}$ ".  
(6)—Eccentric adjustment.  
(7)—Primary 9", secondary 11 $\frac{3}{32}$ ".  
(8)—Primary.  
(9)—Primary front 12 $\frac{1}{2}$ ", rear 10 $\frac{1}{4}$ ", secondary front 9 $\frac{5}{8}$ ", rear 7 $\frac{3}{4}$ ".  
(10)—Operates on rear brakes.

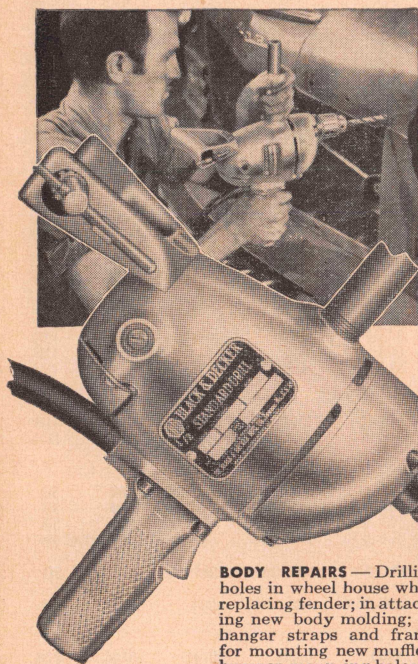


## VALVES AND VALVE TIMING

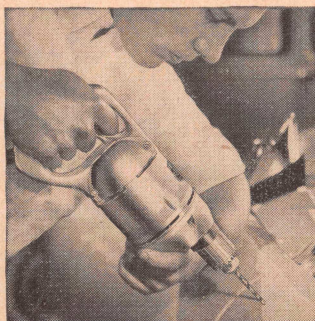
Make and Model	Year	Angle of Seat—Intake	Stem to Guide Clearance Intake (After 1949)	Size of Valve Head	Angle of Seat—Exhaust	Stem to Guide Clearance Exhaust (After 1949)	Size of Valve Stem	Tappet Clearance—Intake (Min.-Max.)	Tappet Clearance—Exhaust (Min.-Max.)	Clearance for Valve Timing Intake	Clearance for Valve Timing Exhaust	Valve Timing—Intake Opens (Degrees)	Valve Timing—Exhaust Closes (Degrees)
ANGLIA (English)													
Four Cylinder.....	'49	45	.0015-.0035		45	.0015-.0035		.0115-.0135	.015-.017	—	—	9 30'B	6 30'A
Four Cylinder.....	'50	45	1.108-1.118		45	.2485-.2495		.011-.013C	.015-.017C	—	—	9 30'B	6 30'A
Four Cylinder.....	'51	45	1.108-1.118		45	.2485-.2495		.011-.013C	.015-.017C	—	—	9 30'B	6 30'A
Four Cylinder.....	'52	45	.001-.002		45	.001-.002		.010	.010	—	—	9 30'B	6 30'A
AUSTIN (English)													
A-40.....	'48	45	—		45	—		.015	.015	—	—	5B	—
A-40 Devon & Dorset.....	'49	45	.0015-.0019		45	.0015-.0019		.015	.015	.021	.021	5B	10A
A-40 Dev. & Dorset.....	'50	45	$1\frac{3}{16}$ -.13 $\frac{1}{16}$		45	.310		.015@	.015@	.021	.021	5B	10A
A-125 Sheerline.....	'51	45	1.600-1.605		45	1.415-1.420		.012	.012	—	—	5B	10A
A-90 Atlantic.....	'51	45	1.725-1.730		45	1.415-1.420		.012	.012	—	—	5B	10A
A-70 Hereford.....	'51	45	1.600-1.605		45	1.415-1.420		.012	.012	—	—	5B	10A
A-40 Devon.....	'51	45	1.307-1.312		45	1.182-1.187		.015	.015	—	—	5B	10A
A-40 Somerset.....	'52	45	.0015-.0019		45	.0015-.0019		.015	.015	.021	.021	5B	10A
A-70 Hereford.....	'52	45	.001-.002		45	.001-.002		.012	.012	.021	.021	5B	10A
A-70 Hereford.....	'53	45	.0015-.002		45	.001-.002		.011-.013	.011-.013	.020-.022	.020-.022	5B	10A
A-40 Somerset.....	'53	45	.0015-.0025		45	.0015-.0019		.014-.016	.014-.016	.020-.022	.020-.022	5B	10A
A-30.....	'53	45	.0015-.0025		45	.0010-.0019		.015	.015	.019	.019	5B	10A
BUICK													
Series 40.....	'47	45	.0015-.0035		45	.0021-.0039		.015H	.015H	.015	.015	13B	22A
Series 50.....	'47	45	.0015-.0035		45	.0021-.0039		.015H	.015H	.015	.015	13B	22A
Series 70.....	'47	45	.0015-.0035		45	.0021-.0039		.015H	.015H	.015	.015	14B	25A
Series 40, 50, 70.....	'48	(Not distributed in Canada)											
Series 40, 50, 70.....	'49	(Not distributed in Canada)											
Series 40, 50, 70.....	'50	(Not distributed in Canada)											
Series 40 Custom.....	'51	45	1.5313		45	.3711-.3719		.015	.015	—	—	13B	22A
Series 50, 70.....	'51	(Not distributed in Canada)											
Series 40.....	'52	45	.0025		45	.0030		.015H	.015H	.004	.004	13B	22A
Series 50, 70.....	'52	45	.0025		45	.0030		.015H	.015H	.004	.004	14B	25A
Series 40.....	'53	45	.0025		45	.0030		.015H	.015H	.004	.004	13B(1)	22A(1)
50, 70.....	'53	45	.0025		45	.0030		—	—	.004	.004	25B	42A
CADILLAC													
Eight.....	'47	45	.0005-.0025		45	.0015-.0035		Automatic Take-up				TDC	10A
V-8.....	'48	(Not distributed in Canada)											
V-8.....	'49	(Not distributed in Canada)											
V-8.....	'50	(Not distributed in Canada)											
V-8.....	'51	(Not distributed in Canada)											
All Models.....	'52	44	.0001-.0025		44	.0015-.0025		Automatic Take-Up				14B	24A
All Models.....	'53	44	.0005-.0025		44	.001-.0025		Automatic Take-up				22B	27A
CHEVROLET													
Six.....	'47	30	.001-.0027		30	.002-.0037		.006-.008@	.013-.015@	a	a	3B	5A
Six.....	'48	30	.001-.0027		30	.002-.0037		.006@	.013@	a	a	1A	9A
Six.....	'49	30	.001-.0027		30	.002-.0037		.006H	.013H	.006H	.013H	1A	9A
Six.....	'50	30	—		45	.002-.0037		.006H	.013H	.006H	a	1A	9A
Six.....	'51	31	$1\frac{1}{4}$ $\frac{1}{64}$		46	.3400-.3407		.006H	.013H	—	a	1A	9A
Conventional.....	'52	30	.001-.0027		45	.002-.0037		.006H	.013H	—	a	1A	9A
Powerglide.....	'52	30	.001-.0027		45	.002-.0037		0	0	—	a	16B	1730'
Conventional.....	'53	31	.001-.0027		46	.002-.0037		.006H	.013H	.006H	a	1A	9A
Powerglide.....	'53	31	.001-.0027		46	.002-.0037		NU	NU	NU	a	16B	17.5A
CHRYSLER													
C-38W, C-38S.....	'47	45	.001-.003		45	.003-.005		.008H	.010H	.014C	.014C	12B	6A
C-39, C-40.....	'47	45	.0015-.0035		45	.002-.004		.008H	.010H	.014C	.014C	12B	6A
C-38W, C-38S.....	'48	45	.001-.003		45	.003-.005		.008H	.010H	.014C	.014C	12B	6A
C-39, C-40.....	'48	45	.0015-.0035		45	.002-.004		.008H	.010H	.014C	.014C	12B	6A
Six, C-45.....	'49	45	.001-.003		45	.003-.005		.008H	.010H	.014C	.014C	12B	6A

(Continued on page 124)

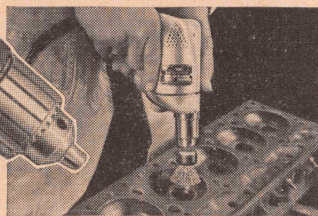




**BODY REPAIRS** — Drilling holes in wheel house when replacing fender; in attaching new body molding; in hangar straps and frame for mounting new muffler; bumper mounting holes in frame on repaired wreck job, etc.



**ACCESSORY INSTALLATION** — Drilling holes for windshield washers, heaters, directional signals, spotlights, mirrors, inside visors, special switches, etc.



**ENGINE REPAIRS** — Glaze breaking; cleaning or enlarging oil return holes; cleaning valve guides, heads, piston tops, blocks; drilling holes for repair of cracked heads and blocks, etc.

## Black & Decker Drills *are versatile,* *practical, profitable All Over Your Shop!*

**E**VEN this brief sample of uses makes it plain why electric drills are worth their weight in gold in your shop. And remember: Black & Decker is your *best* buy in electric drills! That's because you get powerful B&D-built electric motors —full ball-bearing construction—extra-tough gears, shafts and chuck spindles —husky housings, streamlined design, perfect balance—and a choice of 25 models,  $\frac{1}{4}$ " to  $1\frac{1}{4}$ " capacity in steel; choice of speed, power and price in most capacities. See your nearby B&D Distributor for demonstrations. Write for

free catalog of over 100 Electric Tools to: BLACK & DECKER MFG. CO., LTD., 80-86 Fleet St., E., Toronto 2, Ont. Other offices in Montreal and Winnipeg.

LEADING DISTRIBUTORS EVERYWHERE SELL



**Black & Decker**

PORTABLE ELECTRIC TOOLS



## VALVES AND VALVE TIMING

Make and Model	Year	Angle of Seat—Intake	Stem to Guide Clearance Intake (After 1949) Size of Valve Head	Angle of Seat—Exhaust	Stem to Guide Clearance Exhaust (After 1949) Size of Valve Stem	Tappet Clearance— Intake (Min.-Max.)	Tappet Clearance— Exhaust (Min.-Max.)	Clearance for Valve Timing Intake	Clearance for Valve Timing Exhaust	Valve Timing— Intake Opens (Degrees)	Valve Timing— Exhaust Closes (Degrees)
<b>CHRYSLER (Continued)</b>											
Eight, C-46, C-47.....	'49	45	.0015-.0035	45	.002-.004	.008H	.010H	.014C	.014C	12B	6A
Six.....	'50	45	1 <sup>25</sup> / <sub>64</sub> I-1 <sup>13</sup> / <sub>32</sub> E	45	.340-.3415I .3385-.3405E	.008H	.010H	.014C	.014C	12B	6A
Eight.....	'50	45	1 <sup>17</sup> / <sub>64</sub> I-1 <sup>11</sup> / <sub>32</sub> E	45	.340-.341I .3395-.3405E	.008H	.010H	.014C	.014C	12B	6A
C51.....	'51	45	1 <sup>25</sup> / <sub>64</sub> I-1 <sup>13</sup> / <sub>32</sub> E	45	.3405-.3415I .3395-.3405E	.008H	.010H	.014C	.014C	12B	6A
C51.....	'52	45	1 <sup>25</sup> / <sub>64</sub>	45	1 <sup>17</sup> / <sub>32</sub>	.008H	.010H	.014C	.014C	12B	6A
C60.....	'53	45	.001-.003	45	.002-.004	.008	.010	.014	.014	12B	6A
C56 V-8.....	'53	45	.001-.003	45	.002-.004	NU	NU	NU	NU	15B	15A
<b>CONSUL (English)</b>											
Four Cylinder.....	'52	45	.001-.002	45	.001-.002	.010	.010	.014	.014	51B	19A
Four Cylinder.....	'53	45	.0012-.0027	45	.0023-.0038	—	—	.014	.014	17B	19A
<b>CROSLEY</b>											
CC, (Up to 41547).....	'47	45	.0015-.003	45	.002-.004	.005-.006	.006-.007	.007-.009	.009	5B	5A
CC, CD (to 106039).....	'48	45	.0015-.003	45	.002-.004	.005-.006	.006-.007	.007-.009	.009	5B	5A
CD (After 106039).....	'49	45	.0015-.003	45	.002-.004	.005-.006	.006-.007	.007-.009	.009	5B	5A
Crosley.....	'50	45	1 <sup>11</sup> / <sub>64</sub> -1 <sup>13</sup> / <sub>64</sub>	45	.3135-.3140I .3125-.3130E	.004-.006C	.007-.009C	.004-.006C	.007-.009C	5B	5A
All Models.....	'51	45	1 <sup>11</sup> / <sub>64</sub>	45	.3135-.3140I .3125-.3130E	.004-.006	.007-.009C	.004-.006	.007-.009	5B	5A
All Models.....	'52	45	.0015-.003	45	.0025-.0040	.004-.006C	.007-.009C	.004	.006	5B	5A
<b>DE SOTO</b>											
S-11.....	'47	45	.001-.003	45	.003-.005	.008H	.010H	.014C	.014C	12B	6A
S-11.....	'48	45	.001-.003	45	.003-.005	.008H	.010H	.014C	.014C	12B	6A
S-13 Custom.....	'49	45	.001-.003	45	.003-.005	.008H	.010H	.014C	.014C	12B	6A
S14.....	'50	45	1 <sup>25</sup> / <sub>64</sub> I-1 <sup>13</sup> / <sub>32</sub> E	45	.340-.3415I .3385-.3405E	.008H	.010H	.014C	.014C	12B	6A
S15.....	'51	45	1 <sup>25</sup> / <sub>64</sub> I-1 <sup>13</sup> / <sub>32</sub> E	45	.3405-.3415I .3395-.3405E	.008H	.010H	.014C	.014C	12B	6A
S15.....	'52	45	1 <sup>25</sup> / <sub>64</sub>	45	1 <sup>17</sup> / <sub>32</sub>	.008H	.010H	.014C	.014C	12B	6A
S17.....	'52	45	1 <sup>3</sup> / <sub>4</sub>	45	1 <sup>17</sup> / <sub>32</sub>	(Hydraulic Valves)					
S-18.....	'53	45	.001-.003	45	.002-.004	.008	.010	.014	.014	12B	6A
S-16 V-8.....	'53	45	.001-.003	45	.002-.004	NU	NU	NU	NU	12B	14A
<b>DODGE</b>											
D-25.....	'47	45	.001-.003	45	.003-.005	.008H	.010H	.014C	.014C	12B	6A
D-24.....	'47	45	.001-.003	45	.003-.005	.008H	.010H	.014C	.014C	12B	6A
D-25.....	'48	45	.001-.003	45	.003-.005	.008H	.010H	.014C	.014C	12B	6A
D-24.....	'48	45	.001-.003	45	.003-.005	.008H	.010H	.014C	.014C	12B	6A
D-30.....	'49	45	.001-.003	45	.003-.005	.008H	.010H	.014C	.014C	12B	6A
D-31, D-32.....	'49	45	.001-.003	45	.003-.005	.008H	.010H	.014C	.014C	12B	6A
D34-D35-D36.....	'50	45	1 <sup>25</sup> / <sub>64</sub> I-1 <sup>13</sup> / <sub>32</sub> E	45	.340-.3415I .3385-.3405E	.008H	.010H	.014C	.014C	12B	6A
D39, D40, D42.....	'51	45	1 <sup>25</sup> / <sub>64</sub> I-1 <sup>13</sup> / <sub>32</sub> E	45	.3405-.3415I .3395-.3405E	.008H	.010H	.014C	.014C	12B	6A
D39-D40-D42.....	'52	45	1 <sup>25</sup> / <sub>64</sub>	45	1 <sup>17</sup> / <sub>32</sub>	.008H	.010H	.014C	.014C	12B	6A
D-43.....	'53	45	.001-.003	45	.002-.004	.008	.010	.014	.014	12B	6A
D-44 V-8.....	'53	45	.001-.003	45	.002-.004	NU	NU	NU	NU	17B	9A
<b>FORD</b>											
De L. & Super De L.....	'47	45	.0025	45	.0025	.010-.012C	.014-.016C	.010-.012	.014-.016	TDC	6A
De L. & Super De L.....	'48	45	.0025	45	.0025	.010-.012C	.014-.016C	.010-.012	.014-.016	TDC	6A
V-8.....	'49	45	.0015-.0035	45	.0015-.0035	.010-.012	.014-.016	—	—	TDC	6A
V-8.....	'50	45	1.505	45	1.505	1.75F	1.75F	.013-.015	.017-.019	5B	3A
V-8.....	'51	45	1.505	45	1.505	1.75F	1.75F	.013-.015	.017-.019	5B	3A
Customline, Mainline.....	'52	45	.001-.002	45	.001-.003	.013-.015	.017-.019	.018-.020	.020	5B	3A
Mainline, Customline.....	'53	45	.0014-.0039	45	.0014-.0039	.013-.015	.017-.019	.018-.020	.020	5B	3A



## VALVES AND VALVE TIMING

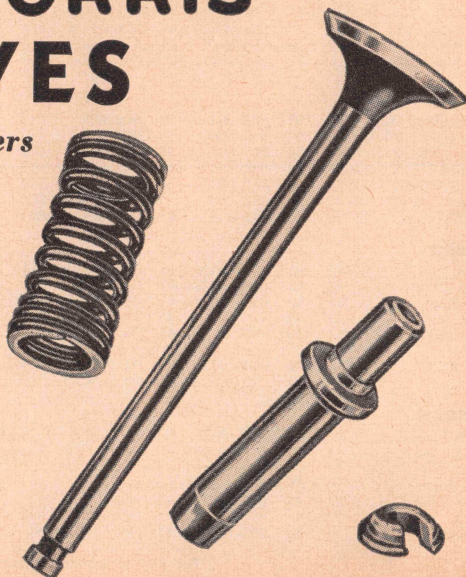
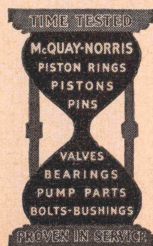
Make and Model	Year	Angle of Seat—Intake	Stem to Guide Clearance Intake After 1949— Size of Valve Head	Angle of Seat—Exhaust	Stem to Guide Clearance Exhaust (After 1949) Size of Valve Stem	Tappet Clearance— Intake (Min.-Max.)	Tappet Clearance— Exhaust (Min.-Max.)	Clearance for Valve Timing Intake	Clearance for Valve Timing Exhaust	Valve Timing— Intake Opens (Degrees)	Valve Timing— Exhaust Closes (Degrees)
<b>FRAZER</b>											
F-47.....	'47	30	.0008-.0026	45	.0027-.0045	.014	.014	.014	.014	10B	10A
F-47-47C-485-486.....	'48	30	.0008-.0026	45	.0032-.0050	TC	.014C	.014	.014	10B	10A
Series F-495, 496.....	'49	30	.0008-.0026	45	.0032-.005	.014C	.014C	.018	.020	10B	10A
Series F-495, 496.....	'50	30	—	45	—	.014C	.014C	.018	.020	10B	10A
F-515 and F-516.....	'51	30	1.520	45	.3406-.3414 .3382-.3390E	.014C	.014C	.018	.020	10B	10A
<b>HENRY J</b>											
K523.....	'52	45	.0015	45	.0025	.016C	.016C	.020	—	9B	12A
K524.....	'52	45	.00325	45	.0045	.016C	.016C	.020	—	5B	12A
Four Cylinder.....	'53	45	.0015-.0033	45	.0025-.0045	.016C	.016C	.020	.020	9B	12A
Six Cylinder.....	'53	45	.0015-.0033	45	.0025-.0045	.016C	.016C	.020	.020	5B	12A
<b>HILLMAN MINX</b> (English)											
Mark III.....	'49	45	.0025-.0041	45	.0025-.0041	.010	.015	.010	.015	8B	10A
Mark IV.....	'50	45	1.268-1.2721 1.150-1.154E	45	.3114-.3120	.010C	.015C	.010	.015	8B	10A
Mark IV.....	'51-'52-'53	45	1.272-1.268	45	.3115-.3120	.010	.015	.018	.018	8B	10A
<b>HUDSON</b>											
Six-171, 172.....	'47	45	.0015-.003	45	.003-.005	.010H	.012H	.012	.014	10.6B	18.6A
Eight-173, 174.....	'47	45	.0015-.003	45	.003-.005	.006H	.008H	.008	.010	10.6B	18.6A
Series 481, 482.....	'48	45	.0015-.003	45	.002-.004	.010	.012	.010	.012	7°18'B	7°42'A

For key to abbreviations see page 130

# McQUAY-NORRIS VALVES

## Guides—Springs—Keepers

The valve that leading car manufacturers use. McQuay-Norris Valves and valve assemblies are the trade's choice for replacement.





## VALVES AND VALVE TIMING

Make and Model	Year	Angle of Seat—Intake	Stem to Guide Clearance Intake (After 1949) Size of Valve Head	Angle of Seat—Exhaust	Stem to Guide Clearance Exhaust (After 1949) Size of Valve Stem	Tappet Clearance—Intake (Min.-Max.)	Tappet Clearance—Exhaust (Min.-Max.)	Clearance for Valve Timing Intake	Clearance for Valve Timing Exhaust	Valve Timing—Intake Opens (Degrees)	Valve Timing—Exhaust Closes (Degrees)
<b>HUDSON (Continued)</b>											
Series 483, 484.....	'48	45	.0015-.003	45	.003-.005	.006	.008	.006	.008	10°40'B 18°14'A	
Series 491, 492.....	'49	45	.0015-.003	45	.002-.004	.008	.010	.010	.012	7 18'B 7 42'A	
Series 493, 494.....	'49	45	.0015-.003	45	.003-.005	.006	.008	.006	.008	7 18'B 18 44'A	
Series 500, 501, 502.....	'50	45	1 $\frac{1}{16}$ -.1 $\frac{1}{8}$ E	45	.3402-.3412	.008H	.010H	.010	.012	7 18'B 7 42'A	
Series 503 and 504.....	'50	45	1 $\frac{1}{16}$ -.1 $\frac{1}{8}$ E	45	.3402-.3412	.006H	.008H	.006	.008	10 40'B 18 44'A	
4A, 5A, 6A, 7A.....	'51	45	1.8311	45	.3412-.34221	.008H	.010H	.010	.012	7 18'B 7 42'A	
8A.....	'51	45	1.561E 1.5001 1.380E	45	.3402-.3412E .3392-.3402E	.008H	.010H	.010	.012	10 40'B 18 44'A	
4B, 5B, 6B, 7B.....	'52	45	.0015-.003	45	.002-.004	.008H	.010H	.008	.010	26 7'B 40 3'A	
8B Commodore 8.....	'52	45	.0015-.003	45	.003-.005	.008H	.010H	.008	.010	10 40'B 18 44'A	
1C, 2C.....	'53	45	.0015-.0025	45	.003-.004	.010H	.012H	.010	.012	26.8B 45.7A	
4C, 5C, 7C.....	'53	45	.0015-.003	45	.002-.004	.010H	.012H	.010	.012	26.7B 40.3A	
<b>HUMBER (English)</b>											
Super Snipe Mk. II.....	'48	45	1.661-1.6651	45	—	.010C	.010C	.010	.010	9B 9A	
Hawk Mk. III.....	'49	45	1.386-1.390E 1.386-1.3901 1.307-1.311E	45	—	.010C	.010C	.010	.010	13B 9A	
Super Snipe Mk. II.....	'49	45	1.661-1.6651	45	—	.010C	.010C	.010	.010	9B 9A	
Pullman Mk. II.....	'49	45	1.386-1.390E 1.661-1.6651	45	—	.010C	.010C	.010	.010	9B 9A	
Pullman Mk. II.....	'50	45	1.661-1.6651	45	—	.010C	.010C	.010	.010	9B 9A	
Hawk Mk. III.....	'50	45	1.386-1.390E 1.386-1.3901 1.307-1.311E	45	—	.010C	.010C	.010	.010	13B 9A	
Super Snipe Mk. II.....	'50	45	1.661-1.6651	45	—	.010C	.010C	.010	.010	9B 9A	
Hawk IV.....	'51-'52	45	1.386-1.390	45	.3115-.3120	.010	.010	.014	.014	13B 9A	
Super Snipe III.....	'51-'52	45	1.661-1.665	45	.3518-.3524	.010	.010	.014	.014	9B 9A	
Hawk V.....	'53	45	1.386-1.39	45	.3115-.3120	.010	.010	.014	.014	13B 9A	
Super Snipe Mk. IV.....	'53	45	.0015-.0032	44 35'	.0015-.0032	.010	.012	.010	.012	15B 15A	
<b>JAGUAR (English)</b>											
2 $\frac{1}{2}$ Ltr.S&C.Mk.V.....	'49	30	.002-.004	30	.003-.005	.012	.015	.020	.020	10 10	
3 $\frac{1}{2}$ Ltr.S&C.Mk.V.....	'49	30	.002-.004	30	.003-.005	.012	.015	.020	.020	10 10	
3 $\frac{1}{2}$ Ltr.XK.120 S.S.....	'49	30	.002-.004	45	.002-.004	.006	.008	.010	.010	15 15	
2 $\frac{1}{2}$ Ltr.Mk. V.....	'52-'53	30	.002-.004	30	.003-.005	.012	.015	.020	.020	10 10	
3 $\frac{1}{2}$ Ltr.Mk. V.....	'52-'53	30	.002-.004	30	.003-.005	.012	.015	.020	.020	10 10	
3 $\frac{1}{2}$ Ltr.XK.120.....	'52-'53	30	.002-.004	45	.002-.004	.006	.008	.010	.010	15 15	
Mark VII.....	'52-'53	30	.002-.004	45	.002-.004	.004	.006	—	—	15 15	
<b>KAISER</b>											
K-100.....	'47	30	.0088-.0026	45	.0027-.0045	.014	.014	.014	.014	10B 10A	
K-100-101-481-482.....	'48	30	.0088-.0026	45	.0032-.0050	TC	.014	.014	.014	10B 10A	
Series K-491, 492.....	'49	30	.0088-.0026	45	.0032-.005	.014C	.014C	.018	.020	10B 10A	
K-491, 492.....	'50	30	—	45	—	.014C	.014C	.018	.020	10B 10A	
K-511 and K-512.....	'51	30	1.520	45	.3406-.34141 .3382-.3390E	.014C	.014C	.018	.020	10B 10A	
K521, K522.....	'52	30	.0088-.0026	45	.0032-.0052	.014C	.014C	.018	.020	10B 10A	
K53.....	'53	30	.0010-.0030	45	.0032-.0052	.014C	.014C	.020	.018	10B 10A	
<b>LINCOLN</b>											
Linc. & Linc. Cont.....	'47	45	.0015-.0035	45	.0015-.0035	Automatic Take-up	—	—	—	10.4B 8.1A	
Linc. & Linc. Cont.....	'48	45	.0015-.0035	45	.0015-.0035	Automatic Take-up	—	—	—	10.4B 8.1A	
Linc. & Linc. Cont.....	'49	45	(Not distributed in Canada)	—	—	—	—	—	—	—	
Linc. & Linc. Cont.....	'50	45	(Not distributed in Canada)	—	—	—	—	—	—	—	
Linc. & Linc. Cos.....	'51	45	.0009-.0024	45	.0021-.0036	—	—	NU	NU	5B 8A	
Linc.....	'52	45	.001-.002	45	.002-.003	—	—	NU	NU	18B 20A	
Linc.....	'53	45	.001-.0025	45	.0015-.0035	NU	NU	NU	NU	18B 20A	

For key to abbreviations see page 130



## VALVES AND VALVE TIMING

Make and Model	Year	Angle of Seat—Intake	Stem to Guide Clearance Intake (After 1949) Size of Valve Head	Angle of Seat—Exhaust	Stem to Guide Clearance Exhaust (After 1949) Size of Valve Stem	Tappet Clearance—Intake (Min.-Max.)	Tappet Clearance—Exhaust (Min.-Max.)	Clearance for Valve Timing Intake	Clearance for Valve Timing Exhaust	Valve Timing—Intake Opens (Degrees)	Valve Timing—Exhaust Closes (Degrees)
<b>MERCURY</b>											
114, 114X & 118.....	'47	45	.0025	45	.0025	.010-.012C	.014-.016C	.010-.012	.014-.016	TDC	6A
114, 114X & 118.....	'48	45	.0025	45	.0025	.010-.012C	.014-.016C	.010-.012	.014-.016	TDC	6A
Mercury.....	'49	45	.0015-.0035	45	.0015-.0035	.010-.012	.014-.016	—	—	10B	10A
Mercury.....	'50	45	1.505-1.515	45	1.505-1.515	1.75F	1.75F	.010-.012	.014-.016	10B	10A
Mercury.....	'51	45	1.505-1.515	45	1.505-1.515	1.75F	1.75F	.010-.012	.014-.016	10B	10A
Mercury.....	'52	45	.001-.003	45	.001-.003	.013-.015	.017-.019	.018-.020	.020	5B	9A
Mercury.....	'53	45	.0014-.0039	45	.0014-.0039	.013-.015	.017-.019	.018-.020	.020	5B	3A
<b>METEOR</b>											
Meteor.....	'49	45	.0015-.0035	45	.0015-.0035	.010-.012	.014-.016	—	—	TDC	6A
Meteor.....	'50	45	1.505	45	1.505	1.75F	1.75F	.013-.015	.017-.019	5B	3A
Meteor.....	'51	45	1.505	45	1.505	1.75F	1.75F	.013-.015	.017-.019	5B	3A
Custom Mainline.....	'52	45	.001-.003	45	.001-.003	.013-.015	.017-.019	.018-.020	.020	5B	9A
Mainline, Customline.....	'53	45	.0014-.0039	45	.0014-.0039	.013-.015	.017-.019	.018-.020	.020	5B	3A
<b>MG (English)</b>											
T.C.....	'48	30	.003	30	.003	.019H	.019H	—	—	11B	24A
Series Y.....	'49	30	.003	30	.003	.019H	.019H	—	—	11B	24A
Series TD.....	'50	30	3 lm I	30	8m	.019	.019	—	—	11B	24A
Series Y.....	'50	30	33 m E	30	8m	.019	.019	—	—	11B	24A
Series Y.....	'50	30	3 lm I	30	8m	.019	.019	—	—	11B	24A
Series Y.....	'50	30	33 m E	30	8m	.019H	.019H	—	—	11B	24A
All Models.....	'51	30	33mI-31mE	30	8m	.019H	.019H	—	—	11B	24A
Midget TD.....	'52-'53	30	.002-.0036	30	.002-.0036	.019H	.019H	—	—	11B	24A
1½ Litre YB.....	'52-'53	30	.002-.0036	30	.002-.0036	.019H	.019H	—	—	5B	5A
<b>MONARCH</b>											
Monarch.....	'47	45	.0025	45	.0025	.010-.012C	.014-.016C	.010-.012	.014-.016	TDC	6A
Monarch.....	'48	45	.0025	45	.0025	.010-.012C	.014-.016C	.010-.012	.014-.016	TDC	6A
8 Monarch.....	'49	45	.0015-.0035	45	.0015-.0035	.010-.012	.014-.016	—	—	10B	10A
V-8.....	'50	45	1.505-1.515	45	1.505-1.515	1.75F	1.75F	.010-.012	.014-.016	10B	10A
V-8.....	'51	45	1.505-1.515	45	1.505-1.515	1.75F	1.75F	.010-.012	.014-.016	10B	10A
V-8.....	'52	45	.001-.003	45	.001-.003	.013-.015	.017-.019	.018-.020	.020	5B	9A
V-8.....	'53	45	.0014-.0039	45	.0014-.0039	.013-.015	.017-.019	.018-.020	.020	5B	3A
<b>MORRIS (English)</b>											
Series E.....	'48	45	—	45	—	.017H	.017H	.018	.01	8B	20A
Series M.....	'48	30	—	30	—	.019H	.019H	—	—	5B	5A
Oxford.....	'48	45	—	45	.312	.015H	.015H	.022C	.022C	8B	20A
Minor.....	'48	45	—	45	7m	.017H	.017H	.023C	.023C	8B	20A
Minor.....	'49	45	—	45	7m	.017H	.017H	.023C	.023C	8B	20A
Six.....	'49	45	1.311I-1.23E	45	.50	.015H	.015H	—C	8B	8B	6A
Oxford.....	'49	45	—	45	.312	.015H	.015H	.022C	.022C	8B	20A
Six.....	'50	45	1.311I-1.23E	45	.50	.015H	.015H	—	8B	8B	6A
Oxford.....	'50	45	—	45	.312	.015H	.015H	.022C	.022C	8B	20A
Minor.....	'50	45	—	45	7m	.017H	.017H	.023C	.023C	8B	20A
Minor.....	'51	45	28m	45	7m	.017H	.017H	.023C	.023C	8B	20A
Oxford.....	'51	45	1.283I-1.198E	45	.312	.015H	.015H	.022C	.022C	8B	20A
Six.....	'51	45	1.311I-1.23E	45	.50	.015H	.015H	WO	—	8B	8A
Morris Minor.....	'52-'53	45	.002-.0036	45	.002-.0036	.017H	.017H	.023C	.023C	8B	20A
Morris Oxford.....	'52-'53	45	.002-.004	45	.002-.004	.015H	.015H	.022C	.022C	8B	20A
Morris Six.....	'52-'53	45	.0004-.0024	45	.0004-.0024	.015H	.015H	WO	—	8B	8A
Minor Series II.....	'53	45	.0015-.0025	45	.0010-.0019	.011H	.011H	NU	NU	5B	10A
<b>NASH</b>											
Series 4740.....	'47	44	.002-.003	44	.002-.003	.015H	.015H	Varies with cams	—	—	—
Series 4760.....	'47	44	.002-.004	44	.002-.004	.015H	.015H	Varies with cams	—	—	—
Series 4840.....	'48	45	.0025	45	.0045	.015	.015	.020	.020	19B	23A
Series 4860.....	'48	45	.0025	45	.0045	.015	.018	.020	.022	11.6A	5A

For key to abbreviations see page 130



## VALVES AND VALVE TIMING

Make and Model	Year	Angle of Seat—Intake Stem to Guide Clearance Intake (After 1949) Size of Valve Head	Angle of Seat—Exhaust Stem to Guide Clearance Exhaust (After 1949) Size of Valve Stem	Tappet Clearance— Intake (Min.-Max.)	Tappet Clearance— Exhaust (Min.-Max.)	Clearance for Valve Timing Intake	Clearance for Valve Timing Exhaust	Valve Timing— Intake Opens (Degrees)	Valve Timing— Exhaust Closes (Degrees)
<b>NASH (Continued)</b>									
Series 4940.....	'49	45b .002-.003	45b .002-.003	.015H	.015H	.019	.019	6B	10A
Series 4960.....	'49	45h .002-.004	45h .002-.004	.015H	.015H	.0225H	.0225	8 30'B	10 30'A
Canadian Statesman.....	'50	—	45R .002-.003	.015H	.015H	.019	.019	6B	10A
Statesman (U.S.).....	'50	—	45R .002-.003	.015H	.015H	.019	.019	6B	10A
Ambassador (U.S.).....	'50	—	45R .002-.004	.015H	.018H	.0225	.0225	8 30B	10 30A
Rambler (U.S.).....	'50	—	45R .002-.003	.015H	.015H	.019	.019	6B	10A
Canadian Statesman.....	'51	45 $1\frac{13}{64}$	45R .002-.003	.015H	.015H	.019	.019	6B	10A
Series 5210.....	'52	45 .0033-.0028	45 .0033-.0028	.016C	.018C	.015	.015	6B	10A
Series 5240.....	'52	45 .0033-.0028	45 .0033-.0028	.015H	.015H	.015	.015	6B	10A
Series 5260.....	'52	30 .002-.004	45 .0025-.0035	.012H	.016H	.0225	.0225	12 1/2B	10 1/2A
All Sta., Ram.....	'53	45 .002-.003	45 .002-.003	.015	.015	.015	.015	—	—
Amb. Jet, Dual.....	'53	30 .002-.004	45 .002-.003	.012	.016	—	—	—	—
<b>OLDSMOBILE</b>									
Six.....	'47	30 .0017-.0037	45 .0024-.0042	.008H	.011H	.012	.015	5B	5A
Eight.....	'47	30 .0017-.0037	45 .0024-.0042	.008H	.011H	.012	.015	TDC	10A
Six.....	'48	30 .0017-.0037	45 .0024-.0042	.008H	.011H	.012	.015	5B	5A
Eight.....	'48	30 .0017-.0037	45 .0024-.0042	.008H	.011H	.012	.015	TDC	10A
Six.....	'49	30 .0017-.0037	45 .0024-.0042	.008H	.011H	.0125	.0155	5B	5A
Eight.....	'49	45 .0017-.0035	45 .0022-.0040	None	None	None	None	14B	14A
Eight ("88").....	'50	45 —	45 .0027-.0045	None	None	None	None	13 1/2B	14 1/2A
Six ("76").....	'50	30 —	45 .0029-.0047	.008H	.011H	.0125	.0155	4B	6A
Eight ("88").....	'51	45 $1\frac{13}{64}$	45 .0027-.0045	None	None	—	—	14B	14A
Eight.....	'52	45 .0022-.0042	45 .0027-.0045	O	O	(open.0029 close.0049)	(open.0029 close.0049)	13 1/2B	14 1/2A
All Models.....	'53	45 .002-.004	45 .0027-.0045	O	O	(open.0029 close.0049)	(open.0029 close.0049)	13.5B	14.5A
<b>PACKARD</b>									
2100 & 2130.....	'47	30 .0025	45 .0045	.007H	.010H	.0125	.015	1B	5A
2101 & 2111.....	'47	30 .0025	45 .0045	.007H	.010H	.0125	.015	1B	5A
2103, 2106 & 2126.....	'47	30 .002	45 .004	Automatic Take-up	NU	NU	NU	4B	10A
2201, 2211.....	'48	30 .002	45 .004	.007@	.010@	.0125	.015	10B	5A
2202, 2232.....	'48	30 .002	45 .004	.007@	.010@	.0125	.015	10B	5A
2200, 2233.....	'48	30 .002	45 .004	Automatic Take-up	NU	NU	NU	4B	10A
2302.....	'49	30 .002	45 .004	.007H	.010H	.0125C	NU	15B	9A
2320, 2332.....	'49	30 .002	45 .004	.007H	.010H	.0125C	NU	15B	9A
2366, 2333.....	'49	30 .002	45 .004	.007H	.010H	NU	NU	4B	10A
2301.....	'50	30 .002	45 .004	.007H	.010H	.0125C	NU	15B	9A
2302, 2332.....	'50	30 .002	45 .004	.007H	.010H	.0125C	NU	15B	9A
2306, 2333.....	'50	30 .002	45 .004	.007H	.010H	NU	NU	4B	10A
200 and 200 De. 2401.....	'51	45 $1\frac{13}{64}$ $1\frac{13}{64}$ E	45 —	.007H	.010	.0125	.015	15B	9A
300, 2402, 400 2406.....	'51	45 $1\frac{13}{64}$ $1\frac{13}{64}$ E	45 —	.007H	Automatic Take-up	NU	NU	15B	4A
200, 2501.....	'52	30 .002	45 .004	.007H	.010H	.0125	.015	15B	9A
250, 2531, 300, 2502.....	'52	30 .002	45 .004	Automatic Take-up	—	—	—	15B	4A
400, 2506.....	'52	30 .002	45 .004	.007H(?)	.010H(?)	.0125	.015	15B	9A
2601, 2611, 2633.....	'53	30 .002	45 .004	Automatic Take-up	NU	NU	NU	15B	4A
2602, 2631, 2606.....	'53	30 .002	45 .004	Automatic Take-up	NU	NU	NU	15B	4A
2626, 2613.....	'53	30 .002	45 .004	Automatic Take-up	NU	NU	NU	15B	4A
<b>PLYMOUTH</b>									
P-15.....	'47	45 .001-.003	45 .003-.005	.008H	.010H	.014C	.014C	12B	6A
P-15.....	'48	45 .001-.003	45 .003-.005	.008H	.010H	.014C	.014C	12B	6A
P-17, P-18.....	'49	45 .001-.003	45 .003-.005	.008H	.010H	.014C	.014C	12B	6A
P-19, P-20.....	'50	45 $1\frac{13}{64}$ $1\frac{13}{64}$ E	45 —	.008H	.010H	.014C	.014C	12B	6A
P22.....	'51	45 $1\frac{13}{64}$ $1\frac{13}{64}$ E	45 .3405-.3415I	.008H	.010H	.014C	.014C	12B	6A
P22, P23.....	'51	45 $1\frac{13}{64}$ $1\frac{13}{64}$ E	45 .3395-.3405E	.008H	.010H	.014C	.014C	12B	6A
P-22P23.....	'52	45 $1\frac{13}{64}$	45 .3405-.3415I	.008H	.010H	.014C	.014C	12B	6A
P-24.....	'53	45 .001-.003	45 $1\frac{13}{64}$	.008	.010	.014C	.014	12B	6A

For key to abbreviations see page 130



## VALVES AND VALVE TIMING

Make and Model	Year	Angle of Seat—Intake	Stem to Guide Clearance—Intake (After 1949)	Size of Valve Head	Angle of Seat—Exhaust	Stem to Guide Clearance—Exhaust (After 1949)	Size of Valve Stem	Tappet Clearance—Intake (Min.-Max.)	Tappet Clearance—Exhaust (Min.-Max.)	Clearance for Valve Timing Intake	Clearance for Valve Timing Exhaust	Valve Timing—Intake Opens (Degrees)	Valve Timing—Exhaust Closes (Degrees)
<b>PONTIAC</b>													
Six	'47	30	.0006		45	.0006		.011-.013H	.011-.013H	.015	—	5B	5A
Eight	'47	30	.0006		45	.0006		.011-.013H	.011-.013H	.015	—	5B	5A
Six	'48	30	.0006		45	.0006		.011-.013H	.011-.013H	.015	—	5B	5A
Eight	'48	30	.0006		45	.0006		.011-.013H	.011-.013H	.015	—	5B	5A
Six 2000, 2200, 2500	'49	30	F-.0006		45	F-.0006		.011-.013H	.011-.013H	.011-.013H	.011-.013H	5B	5A
Eight	'49	30	F-.0006		45	F-.0006		.011-.013H	.011-.013H	.011-.013H	.011-.013H	5B	5A
Six 2000, 2200, 2500	'50	30	—		45	—		.011-.013H	.011-.013H	.011-.013H	.011-.013H	5B	5A
Eight-2700	'50	30	—		45	—		.011-.013H	.011-.013H	.011-.013H	.011-.013H	5B	5A
Six	'51	30	1.593		45	.3105		.012H	.012H	.015	.015	5B	5A
Eight	'51	30	1.468		45	.3105		.012H	.012H	.015	.015	5B	5A
Six, Eight	'52	30	0.004		45	0.004		.011H	.013H	.015C	.015C	5B	5A
20-2200, 2500	'53	30	0.004		45	0.0006		.011H-.013H	.011H-.013H	.015C	.015C	12.5B	12.5A
2700	'53	30	0.004		45	0.0006		.011H-.013H	.011H-.013H	.015C	.015C	5B	5A

N.B. Fleetleaders (1941-2-6-7-8) are 20 and 22 Series; Torpedo 6 & 8 (1941-2-6-7-8) are 25 and 27 Series respectively. Streamliner 6 & 8 (1941-2-6-7-8) are 26 and 28 Series respectively; Streamliner 6 & 8 (1948) not distributed in Canada.

**PREFECT** (English)

Four Cylinder	'49	45	.0015-.0035	45	.0015-.0135	.0115-.0135	.015-.017	—	—	—	—	9 30'B	6 30'A
Four Cylinder	'50	50	1.108-1.118	45	.2485-.2495	.011-.013C	.015-.017C	—	—	—	—	9 1/2B	6 1/2A
Four Cylinder	'51	50	1.108-1.118	45	.2485-.2495	.011-.013C	.015-.017C	—	—	—	—	9 1/2B	6 1/2A
Four Cylinder	'52	45	.001-.002	45	.001-.002	.010	.010	—	—	—	—	9 30'B	6 30'A

**RILEY** (English)

100 hp. 2 1/2-Litre	'49	45	—	45	—	.003H	.004H	—	—	—	—	17B	20A
1 1/2 Litre	'46-'50	45	1 1/2	45	1 1/2	.003H	.004H	—	—	—	—	9B	20A
2 1/2 Litre	'47-'50	45	1.830r	45	.3125(r)	.003H	.004H	—	—	—	—	17B	20A
1 1/2 Litre	'51	45	1 1/2	45	.3125	.002H	.002H	.005	—	—	—	9B	20A
2 1/2 Litre	'51	45	1.830	45	.3125	.002H	.002H	.005	—	—	—	17B	20A
1 1/2 Litre	'52-'53	45	.0005-.0015	45	.0005-.0015	.002H	.002H	.005	—	—	—	9B	20A
2 1/2 Litre	'52-'53	45	.0005-.0015	45	.0005-.0015	.002H	.002H	.005	—	—	—	17B	20A

**ROVER** (English)

75	'49	30	45	—	—	.010	.012	.010	—	.012	9B	10A
75	'50	30	1.7	45	.3425	.008	.012	.008	—	.012	9B	16A
Land Rover	'50	30	1.7	45	.3425	.010	.012	.010	—	.012	9B	16A
75	'51-'53	30	1.7	45	.3425	.008	.012	.008	—	.012	9B	16A
Land Rover	'51-'53	30	1.7	45	.3425	.010	.012	.010	—	.012	9B	16A

**STUDEBAKER**

Champion, 6-G	'47	45	.001-.0035	45	.001-.0035	.016C	.016C	.020	—	.020	—	15B	10A
Commander, 14-A	'47	45	.001-.0035	45	.001-.0035	.016C	.016C	.020	—	.020	—	15B	10A
Champion 7G	'48	45	.0015-.0035	45	.0015-.0035	.016C	.016C	.020	—	.020	—	15B	10A
Commander 15A	'48	45	.0015-.0035	45	.0015-.0035	.016C	.016C	.020	—	.020	—	15B	10A
Champion 8-G	'49	45	.0015-.0035	45	.0015-.0035	.016C	.016C	.020	—	.020	—	15B	10A
Commander 16-A	'49	45	.0015-.0035	45	.0015-.0035	.016C	.016C	.020	—	.020	—	15B	10A
Champion 9G	'50	45	1 1/2	45	1 1/2	.016C	.016C	.020	—	.020	—	15B	10A
Commander 17A	'50	45	1 1/2	45	1 1/2	.016	.016	.020	—	.020	—	15B	10A
Champion 10-G	'51	45	1 1/2-1 1/2E	45	1 1/2	.016C	.016C	.020	—	.020	—	15B	10A
Commander V-8	'51	45	1 1/2-1 1/2E	45	1 1/2	.012-.014H	.012-.014H	.020	—	.020	—	11B	14A
						.014-.016C	.014-.016C						
12G Champion	'52	45	.0015-.0035	45	.0015-.0035	.016C	.016C	.020	—	.020	—	15B	10A
3H Commander	'52	45	.0015-.0035	45	.0015-.0035	.016C	.016C	.020	—	.020	—	11B	14A
14G	'53	45	.0015-.0035	45	.0015-.0035	.016C	.016C	.020	—	.020	—	15B	10A
4H	'53	45	.0015-.0035	45	.0015-.0035	(.021H-.023H, .023C-.025C)	.030	.030	—	.030	—	11B	14A

**SUNBEAM TALBOT** (English)

90	'49	—	—	—	—	.007	.009	.007	—	.009	—	13B	9A
90	'50	45	—	45	—	.007	.009	.007	—	.009	—	13B	9A
90 II	'51-'53	45	1.546-1.550	45	.3417-.3422	.007	.009	.014	—	.014	—	90B	15A



## VALVES AND VALVE TIMING

Make and Model	Year	Angle of Seat—Intake	Stem to Guide Clearance Intake (After 1949)	Size of Valve Head	Angle of Seat—Exhaust	Stem to Guide Clearance Exhaust (After 1949)	Size of Valve Stem	Tappet Clearance—Intake (Min.-Max.)	Tappet Clearance—Exhaust (Min.-Max.)	Clearance for Valve Timing Intake	Clearance for Valve Timing Exhaust	Valve Timing—Intake Opens (Degrees)	Valve Timing—Exhaust Closes (Degrees)
<b>TRIUMPH (English)</b>													
Series TRD (1800).....	'48	—	—	—	—	—	.012	.015	—	—	—	—	—
Series TRA.....	'49	—	—	—	—	—	.010	.012	—	—	—	—	—
Triumph.....	'51	—	—	—	—	—	.010	.012	—	—	—	—	—
Mayflower.....	'53	45	.002-.004	45	.002-.004	45	.015	.015	.020	.020	10B	10A	10A
<b>VANGUARD (English)</b>													
Sedan & Est. car.....	'49	45	—	—	45	—	.010	.012	.014	.014	10B	10A	10A
Sedan & Est. Car.....	'50	45	—	—	45	—	.010	.012	.014	.014	10B	10A	10A
Sedan & Est. Car.....	'51	45	—	—	45	—	.010	.012	.014	.014	10B	10A	10A
Standard.....	'53	45	.001-.003	45	.003-.005	45	.012	.012	.014	.014	10B	10A	10A
<b>VAUXHALL LIP (English)</b>													
Velo.....	'49	30	.001-.017	45	.002-.0035	45	.006H	.013H	—	—	—	—	—
Velo.....	'50	30	—	45	—	45	.006H	.013H	—	—	—	—	—
Velo.....	'51	30	—	45	—	45	.006H	.013H	—	—	—	—	—
Velo.....	'52-'53	30	—	45	—	45	.006H	.013H	—	—	—	—	—
<b>WILLYS</b>													
CJ-2A Uni. Jeep.....	'47	45	.002	45	.003	45	.014C	.014C	.020	.020	9B	12A	12A
CJ2A, 2WD, 4WD, 463.....	'48	45	.0015-.00325	45	.0025-.0045	45	.014	.014	.020	.020	9B	12A	12A
6-63.....	'48	45	.0015-.00325	45	.0025-.0045	45	.014	.014	.020	.020	5B	12A	12A
All Four Cyl. Models.....	'49	45	.0015-.00325	45	.0025-.0045	45	.016	.016	.020	W	9B	12A	12A
6-63.....	'49	45	.0015-.00325	45	.0025-.0045	45	.016	.016	.020	W	5B	12A	12A
4-73 Sta. Wgn.....	'50	45	—	45	.0025-.0045	45	.016C	.016C	.026	NU	9B	12A	12A
4 x 4-63 Sta. Wgn.....	'50	45	—	45	.0025-.0045	45	.016C	.016C	—	—	—	—	—
6-73 Sta. Wgn.....	'50	45	—	45	.0025-.0045	45	.016C	.016C	.020	NU	5B	12A	12A
4-73 VJ Jeepster.....	'50	45	—	45	.0025-.0045	45	.016C	.016C	.016	NU	9B	12A	12A
6-73 VJ Jeepster.....	'50	45	—	45	.0025-.0045	45	.016C	.016C	.020	NU	5B	12A	12A
4-73, 4-73VJ, 4x4-63.....	'51	45	—	45	.0025-.0045	45	.016C	.016C	.026	NU	9B	12A	12A
6-73, 6-73VJ.....	'51	45	—	45	.0025-.0045	45	.016C	.016C	.020	NU	5B	12A	12A
685, Ace & Wing.....	'52-'53	45	.0007-.0022	45	.0025-.0045	45	.018	.016	.027	.020	9B	12A	12A
675, Lark.....	'52-'53	45	.0015-.00325	45	.0025-.0045	45	.016	.016	.020	.020	5B	12A	12A
CJ3B Jeep.....	'53	45	.0007-.0022	45	.0025-.0045	45	.018	.016	.026	—	9B	12A	12A
<b>WOLSELEY (English)</b>													
Four-Fifty.....	'49	45	—	45	—	45	.015H	.015H	—	—	8B	8A	8A
Six-Eighty.....	'49	45	—	45	—	45	.015H	.015H	—	—	8B	8A	8A
Six-Eighty.....	'48-'50	45	1.311-1.23E	45	.50	45	.015H	.015H	Wo	—	8B	8A	8A
Four-Fifty.....	'48-'50	45	1.311-1.23E	45	.50	45	.015H	.015H	Wo	—	8B	8A	8A
Four-Fifty.....	'51	45	1.311-1.23E	45	.50	45	.015H	.015H	WO	—	8B	8A	8A
Six Eighty.....	'51	45	1.311-1.23E	45	.50	45	.015H	.015H	WO	—	8B	8A	8A
Four-Fifty, Six Eighty.....	'52	45	.0004-.0024	45	.0004-.0024	45	.015H	.015H	WO	—	8B	8A	8A
Four-Fifty, Six Eighty.....	'53	45	.0004-.0024	45	.0004-.0024	45	.015H	.015H	WO	—	8B	8A	8A
<b>ZEPHYR (English)</b>													
Six.....	'52	45	.001-.002	45	.001-.002	45	.010	.010	.014	.014	51B	19B	19B
Six Cylinder.....	'53	45	.0012-.0027	45	.0023-.0038	45	—	—	.014	.014	17B	19A	19A

## ABBREVIATIONS

a—Remove all valve lash. Use No. 1 exhaust to check Valve timing. Check with dial indicator.

@—At operating temperature.

A—After top dead centre.

b—In block.

B—Before top dead centre.

C—Cold.

E—Exhaust.

f—Plus or minus .010.

F—Free (taper guide).

h—In head.

H—Hot.

I—Intake.

m—Millimeters.

NU—Not used.

r—Pls .005-.000".

(r)—Plus .0007-.0012.

R—Valve face angle 44°.

TC—.010 up to engine No. 10769. .014 after

TDC—Top dead centre.

W—Use intake.

WO—Timing by timing marks.

(?)—On vehicles equipped with Dynaflo transmission (hydraulic lifters), intake opens 14B, exhaust closes 25A. No tappet clearance.

(?)—Automatic Take-up Optional.



# STANDARD DRILL SIZES – Up to 1 Inch

On special jobs it is good to have drills varying by just a few thousandths of an inch.

Drill	Diam. Inches	Drill	Diam. Inches	Drill	Diam. Inches	Drill	Diam. Inches	Drill	Diam. Inches
80	.0135	49	.0730	21	.1590	$\frac{17}{64}$	.2656	$\frac{1}{2}$	.5000
79	.0145	48	.0760	20	.1610	H	.2660	$\frac{35}{64}$	.5156
$\frac{1}{64}$	.0156	$\frac{5}{64}$	.0781	19	.1660	I	.2720	$\frac{17}{32}$	.5312
78	.0160	47	.0785	18	.1695	J	.2770	$\frac{35}{64}$	.5469
77	.0180	46	.0810	$\frac{11}{64}$	.1719	K	.2810	$\frac{9}{16}$	.5625
76	.0200	45	.0820	17	.1730	$\frac{9}{32}$	.2812	$\frac{37}{64}$	.5781
74	.0225	44	.0860	16	.1770	L	.2900	$\frac{19}{32}$	.5937
73	.0240	43	.0890	15	.1800	M	.2950	$\frac{39}{64}$	.6090
72	.0250	42	.0935	14	.1820	$\frac{19}{64}$	.2969	$\frac{5}{8}$	.6250
71	.0260	$\frac{3}{32}$	.0937	13	.1850	N	.3020	$\frac{41}{64}$	.6406
70	.0280	41	.0960	$\frac{13}{16}$	.1875	$\frac{5}{16}$	.3125	$\frac{21}{32}$	.6562
69	.0292	40	.0980	12	.1890	O	.3160	$\frac{43}{64}$	.6719
68	.0310	39	.0995	11	.1910	P	.3230	$\frac{11}{16}$	.6875
$\frac{1}{32}$	.0313	38	.1015	10	.1935	$\frac{21}{64}$	.3281	$\frac{45}{64}$	.7031
67	.0320	37	.1040	9	.1960	Q	.3320	$\frac{23}{32}$	.7187
66	.0330	36	.1065	8	.1990	R	.3390	$\frac{47}{64}$	.7344
65	.0350	$\frac{7}{64}$	.1094	7	.2010	$\frac{11}{32}$	.3437	$\frac{3}{4}$	.7500
64	.0360	35	.1100	$\frac{13}{64}$	.2031	S	.3480	$\frac{49}{64}$	.7656
63	.0370	34	.1110	6	.2040	T	.3580	$\frac{25}{32}$	.7812
62	.0380	33	.1130	5	.2055	$\frac{23}{64}$	.3594	$\frac{51}{64}$	.7969
61	.0390	32	.1160	4	.2090	U	.3680	$\frac{13}{16}$	.8125
60	.0400	31	.1200	3	.2130	$\frac{3}{8}$	.3750	$\frac{53}{64}$	.8281
59	.0410	$\frac{1}{8}$	.1250	$\frac{7}{32}$	.2187	V	.3770	$\frac{27}{32}$	.8437
58	.0420	30	.1285	2	.2210	W	.3860	$\frac{55}{64}$	.8594
57	.0430	29	.1360	1	.2280	$\frac{25}{64}$	.3906	$\frac{7}{8}$	.9750
56	.0465	28	.1405	A	.2340	X	.3970	$\frac{57}{64}$	.8906
$\frac{3}{64}$	.0469	$\frac{9}{64}$	.1406	$\frac{15}{64}$	.2344	Y	.4040	$\frac{29}{32}$	.9062
55	.0520	27	.1440	B	.2380	$\frac{13}{32}$	.0462	$\frac{59}{64}$	.9219
54	.0550	26	.1470	C	.2420	Z	.4130	$\frac{15}{16}$	.9375
53	.0595	25	.1495	D	.2460	$\frac{27}{64}$	.4219	$\frac{61}{64}$	.9531
$\frac{1}{16}$	.0625	24	.1520	E	.2500	$\frac{7}{16}$	.4375	$\frac{31}{32}$	.9687
52	.0635	23	.1540	$\frac{1}{4}$	.2500	$\frac{29}{64}$	.4531	$\frac{63}{64}$	.9844
51	.0670	$\frac{5}{32}$	.1562	F	.2570	$\frac{15}{32}$	.4687	1	1.0000
50	.0700	22	.1570	G	.2610	$\frac{31}{64}$	.4843		

## Tap Drill Sizes – National Fine Thread Sizes

Tap Size	Threads Per Inch	Tap Size Drill	Percent Thread
No. 6	40	No. 33	77
No. 8	36	No. 29	78
No. 10	32	No. 21	76
No. 12	28	No. 14	73
$\frac{1}{4}$ "	28	No. 3	80
$\frac{5}{16}$ "	24	I*	75
$\frac{3}{8}$ "	24	Q*	79
$\frac{7}{16}$ "	20	$\frac{25}{64}$	72
$\frac{1}{2}$ "	20	$\frac{29}{64}$	72
$\frac{9}{16}$ "	18	$\frac{33}{64}$	65
$\frac{5}{8}$ "	18	$\frac{37}{64}$	65
$\frac{3}{4}$ "	16	$\frac{11}{16}$	77



# TAP DRILL SIZES

The Society of Automotive Engineers recommends the use of drills of such a size as to leave from 75 per cent to 83 1-3 per cent of a full thread. The threads do not come to a sharp point, but have the "V" flattened a certain amount. The clearance prevents binding of the top and bottom of the threads. For average shop work use a drill that will leave about 75 per cent of a full thread.

## NATIONAL COARSE THREAD SIZES

Tap Size	Threads Per Inch	Tap Size Drill	Percent Thread
No. 6	32	No. 36	78
No. 8	32	No. 29	70
No. 10	24	No. 25	75
No. 12	24	No. 16	72
1/4"	20	No. 7	75
5/16"	18	F*	77
3/8"	16	5/16	77
7/16"	14	U*	75
1/2"	13	27/64	78
9/16"	12	31/64	72
5/8"	11	17/32	80
3/4"	10	21/32	72

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 A. E. HAMER, 1103 SUN BUILDING, VANCOUVER, B.C.

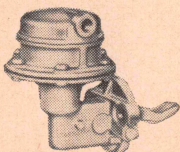


**CARBURETORS — CARTER***Manufacturer recommends: Do not try to check jets for wear by using drills or other gauges. It may ruin jets.*

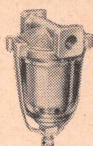
Make and Model	Year	Carburetor Type and Number	Idle Adjust. Mixture Screw—Turns Open	Floot Level—Inches	Metering Jet, Rod Standard	Replacement Parts Package Kit Number	Gasket Assortment Kit Number
<b>BUICK</b>							
Series 40.....	'47	WCD - 608S	*	$\frac{3}{16}$	75-459	—	—
Series 50.....	'47	WCD - 608S	*	$\frac{3}{16}$	75-459	—	—
Series 70.....	'47	WCD - 609S	*	$\frac{3}{16}$	75-592	—	—
Series 40-50.....	'47	WCD - 608S-608SA	$\frac{1}{2}$ -1	$\frac{3}{16}$	75-459	—	—
Series 60-70.....	'47	WCD - 609S-609SA	$\frac{3}{4}$ - $\frac{1}{4}$	$\frac{3}{16}$	75-592	—	—
"40-50" series.....	'48-'49	WCD-663S	$\frac{3}{4}$ - $\frac{1}{4}$	$\frac{5}{32}$	75-614	—	—
"60-70" series.....	'48-'49	WCD-664S	$\frac{3}{4}$ - $\frac{1}{4}$	$\frac{5}{32}$	75-615	—	—
"40-50" series.....	'50-'51	WCD-725SA	$\frac{7}{8}$ - $\frac{1}{8}$	$\frac{5}{32}$	75-685	—	—
"70" series.....	'50-'51	WCD-726SA	$\frac{3}{4}$ - $\frac{1}{4}$	$\frac{5}{32}$	75-677	—	—
Series 40, 50.....	'52	WCD-882SA	$\frac{3}{4}$ - $\frac{1}{4}$	$\frac{5}{32}$	75-685	+1595	195A
Series 70.....	'52	WCFB-894SA	$\frac{1}{4}$ - $\frac{1}{4}$	$\frac{1}{4}$ S $\frac{5}{8}$	75-818	+1599	219
Series 40.....	'53	WCD-882SA	$\frac{3}{4}$ - $\frac{1}{4}$	$\frac{5}{32}$	75-685	1595	195A
Series 50.....	'53	WCD 2017S	$\frac{1}{2}$ - $\frac{1}{2}$	$\frac{15}{64}$	75-888	1735	195A
Series 70.....	'53	WCFB-996S	$\frac{3}{4}$ - $\frac{1}{4}$	P- $\frac{3}{16}$ S- $\frac{3}{16}$	75-877	1734	234
		WCFB-2053S			75-903		
<b>CADILLAC</b>							
All Series.....	'47	WCD - 595S	$\frac{1}{2}$ - $\frac{1}{2}$	$\frac{3}{64}$	75-576	—	—
All models.....	'48	WCD-595SA	$\frac{1}{2}$ - $\frac{1}{2}$	$\frac{3}{64}$	75-576	—	—
All models.....	'49	WCD-722S	$\frac{1}{2}$ - $\frac{1}{2}$	$\frac{3}{64}$	75-670	—	—
All models.....	'50	WCD-742S	$\frac{3}{4}$ - $\frac{1}{4}$	$\frac{11}{64}$	75-716	—	—
All models.....	'51	WCD-845S	$\frac{3}{4}$ - $\frac{1}{4}$	$\frac{11}{64}$	75-716	—	—
All Series.....	'52	WCFB-896S	$\frac{1}{4}$ -x	P- $\frac{1}{4}$ S $\frac{5}{16}$	75-824	1701	220
All models—no Air Conditioning.....	'53	WCFB-2005S	$\frac{1}{4}$ - $\frac{1}{4}$	P- $\frac{1}{8}$ S- $\frac{3}{16}$	75-889	1733	233
All models—Air Conditioning.....	'53	WCFB-2072S	$\frac{1}{4}$ - $\frac{1}{4}$	P- $\frac{1}{8}$ S- $\frac{3}{16}$	75-889	—	233
<b>CHEVROLET</b>							
Six.....	'47	W-1 - 574S	$\frac{1}{4}$ - $\frac{2}{4}$	$\frac{1}{2}$	75-485	—	—
Six.....	'48	W-1 - 574S	$\frac{1}{4}$ - $\frac{2}{4}$	$\frac{1}{2}$	75-485	—	—
Six.....	'49	W-1 - 684S	1-2	$\frac{1}{2}$	75-485	—	—
<b>CHRYSLER</b>							
Six—C-38S.....	'47	BB-D - EU1	$\frac{3}{4}$ - $\frac{1}{4}$	$\frac{5}{64}$	159-89S	—	—
Six—C-38W.....	'47	BB-D - EV1	$\frac{3}{4}$ - $\frac{1}{4}$	$\frac{5}{64}$	159-89S	—	—
Eight—C-39, C-40.....	'47	BB-D - E7A1	$\frac{3}{4}$ - $\frac{1}{4}$	$\frac{5}{64}$	159-89S	—	—
Six—C-38.....	'48	BB-D - EV1	$\frac{3}{4}$ - $\frac{1}{4}$	$\frac{2}{16}$	159-89S	—	—
Six—C-38.....	'48	BB-D - EU1	$\frac{3}{4}$ - $\frac{1}{4}$	$\frac{5}{64}$	159-89S	—	—
Six—C-38.....	'48	BB-D - EX1	$\frac{3}{4}$ - $\frac{1}{4}$	$\frac{5}{64}$	159-89S	—	—
C-46.....	'49	BB-D - E7J1-2-3	$\frac{1}{2}$ - $\frac{1}{2}$	$\frac{5}{64}$	224-10S	—	—
C-45.....	'49	BB-D - E7L1-2-3	$\frac{1}{2}$ - $\frac{1}{2}$	$\frac{5}{64}$	224-13S	—	—
C-48.....	'50	BB-D - E7L4	$\frac{1}{2}$ - $\frac{1}{2}$	$\frac{5}{64}$	224-13S	—	—
C-48.....	'50	BB-D - EX3	$\frac{3}{4}$ - $\frac{1}{4}$	$\frac{5}{64}$	224-13S	—	—
C-48.....	'50	BB-D - EU2	$\frac{3}{4}$ - $\frac{1}{4}$	$\frac{5}{64}$	224-13S	—	—
C-49 C-50.....	'50	BB-D - E7J4	$\frac{1}{2}$ - $\frac{1}{2}$	$\frac{5}{64}$	224-10S	—	—
"V8".....	'51	WCD-830S	$\frac{1}{2}$ -1	$\frac{11}{64}$	75-765	—	—
C51, Std. Clutch & Trans. "6".....	'51	BB-D E9C1	$\frac{1}{2}$ - $\frac{1}{2}$	$\frac{5}{64}$	224-13S	—	—
C51, Fluid Drive M6 Trans. "6".....	'51	BB-D E9A1	$\frac{1}{2}$ - $\frac{1}{2}$	$\frac{5}{64}$	224-13S	—	—
6C-51 Fluid Drive & M6 Trans.....	'52	B-B-E7L4	$\frac{1}{2}$ - $\frac{1}{2}$	$\frac{5}{64}$	224-13S	1528	164A
6C-51 Stand. Trans.....	'52	B-B-D-E9C1	$\frac{1}{2}$ - $\frac{1}{2}$	$\frac{5}{64}$	224-13S	1578	214A
6C-51 Fluid Drive M6 Trans.....	'52	B-B-D-E9A1	$\frac{1}{2}$ - $\frac{1}{2}$	$\frac{5}{64}$	224-13S	1579	213A
V8 C-52, C-53, C-54, C-55.....	'52	WCD-931SA	$\frac{1}{2}$ -1	$\frac{15}{64}$	75-817	1705	2120
C56, C58.....	'53	WCD-935S	$\frac{1}{2}$ -1	$\frac{15}{64}$	75-933	—	2120

For key to abbreviations see page 142

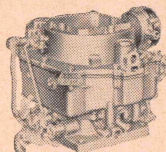




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**CARBURETORS—CARTER***Manufacturer recommends; Do not try to check jets for wear by using drills or other gauges. It may ruin jets.*

Make and Model	Year	Carburetor Type and Number	Idle Adjust. Mixture Screw—Turns Open	Float Level—Inches	Metering Jet, Rod Standard	Replacement Parts Package Kit Number	Gasket Assortment Kit Number
<b>DE SOTO</b>							
S-11	'47	BB-D - EVI	3/4-1 1/4	5/64	159-89S	—	—
S-11	'48	BB-D - EVI	3/4-1 1/4	1/16	159-89S	—	—
S-13 City Traffic	'49	BB-D - E7V1	1/2-1 1/2	5/64	159-89S	—	—
S-13 Custom	'49	BB-D - E7L1-2-3	1/2-1 1/2	5/64	224-13S	—	—
S-14	'50	BB-D - E7L4	1/2-1 1/2	5/64	224-13S	—	—
S-14	'50	BB-D - EX3	3/4-1 1/4	5/64	224-13S	—	—
S-14	'50	BB-D - EU2	3/4-1 1/4	5/64	224-13S	—	—
S-14 City Traffic	'50-'51	BB-D - E7W1	1/2-1 1/2	5/64	224-13S	—	—
S15, Std. Clutch & Trans.	'51	BB-D E9C1	1/2-1 1/2	5/64	224-13S	—	—
S15, Fluid Drive M6 Trans.	'51	BB-D E9A1	1/2-1 1/2	5/64	224-13S	1528	164A
6C-15 Fluid Drive & M6 Trans.	'52	B-B-E7L4	1/2-1 1/2	5/64	224-13S	—	214A
6C-15 Stand. Trans.	'52	B-B-D-E9C1	1/2-1 1/2	5/64	224-13S	1579	213A
6C-15 Fluid Drive & M6 Trans.	'52	B-B-D-E9A1	1/2-1 1/2	5/64	224-13S	1579	212D
V8 S-17	'52	WCD-884SA	1/2-1 1/2	11/64	75-809	1704	225
S-17, S-16, Fluid Drive, M6 Trans.	'53	BBD-908S	1/2-1 1/4	7/32	75-876	1728	225
S-17, S-16 Fluid Drive, M6 Trans.	'53	BBD-911S	1/4-1 1/4	7/32	75-876	1728	225
<b>DODGE</b>							
Coronet	'49	BB-D - D6M1	1/2-1 1/2	5/64	224-11S	—	—
D-29, D-30	'49	BB-D - D6P1	1/2-1 1/2	5/64	224-11S	—	—
D-35, D-36	'50	BB-D - D6L2	1/2-1 1/2	5/64	224-12S	—	—
D-39, D-40	'52	B-B-D-D6L2	3/8-1 1/2	5/64	224-13S	1523A	203
D-43 (Hy-Drive)	'53	BBD-6T1	3/8-1 1/2	5/64	224-12S	—	215
D-43 (Std. & O/D)	'53	BBD-6S1	3/8-1 1/2	5/64	224-12S	—	203
<b>FRAZER</b>							
F-47	'47	WA-1 - 622SA	3/4-1 3/4	1/2	75-593	—	—
Manhattan	'48	WCD - 685SA	1-1 1/2	1/16	75-622	—	—
F-496, F-495	'49	WCD - 723S	1-1 1/2	Flush to 1/32	75-669	—	—
F-486, F-496	'49	WCD - 685SA	1-1 1/2	1/16	75-622	—	—
F-505, F-506	'50	WCD - 723S	1-1 1/2	Flush to 1/32	75-669	—	—
F515, F516	'51	WGD-813S	1/2-1	1/4	75-748	—	—
Henry J, 6 cyl.	'51	YF-833SB	1-2	9/32	75-749	—	—
Henry J, 4 cyl.	'51	YF-820SB	1/2-1 1/2	9/32	75-762	—	—
<b>HUDSON</b>							
173-174	'47	WDO - 502S	1/2-1 1/2	1/8	75-466	—	—
Six	'48	WDO - 647S	1/4-1 3/4	5/16	75-610	—	—
Eight	'48	WDO - 648S	1-1 1/2	11/64	75-607	—	—
Eix	'49	WDO - 647S	1/4-1 3/4	5/16	75-610	—	—
Eight	'49	WDO - 648S	1-1 1/2	11/64	75-607	—	—
500	'50	WA-1 - 749S	1/2-1 1/2	1/2	75-704	—	—
Six	'50	WGD - 776S	1/2-1 1/2	5/16	75-732	—	—
Eight	'50	WGD - 773S	1/2-1 1/2	5/16	75-724	—	—
6-4-B	'52	WA1-749S	3/8-1 1/2	3/32	75-704	1535	198
6-5-B, 6-B, 7-B	'52	WGD-776S	3/8-1	5/16	75-754	1555B	196
8-8-B	'52	WGD-773S	3/8-1	5/16	75-724	1554A	196
1C, 2C	'53	WA1-2009SA	3/8-1 1/2	7/16	75-914	1736	139A
1C, 2C (Dual)	'53	WA1-2013S	3/4-1 3/4	3/4	75-878	1737	139A
4C, 5B, 5C (Dual)	'53	WA1-990S	3/4-1 3/4	3/2	75-851	—	139A
7B, 7C (Dual)	'53	WA1-968S	1 1/4-2 1/4	3/2	75-834	1723	198
<b>KAISER</b>							
K-100	'47	WA-1 - 622SA	3/4-1 3/4	1/2	75-593	—	—
Special	'48	WA1 - 622SB	3/4-1 3/4	1/2	75-642	—	—
K-492	'49	WCD - 723S	1-1 1/2	Flush to 1/32	75-669	—	—
K-492	'49	WCD - 685SA	1-1 1/2	1/16	75-622	—	—
Kaiser "STD"	'49	WA-1 - 622S	3/4-1 3/4	1/2	75-593	—	—
K-502	'50	WCD - 723S	1-1 1/2	Flush to 1/32	75-669	—	—
K511, K512	'51	WGD-781S	1/2-1	1/4	75-734	—	—
K-521, K-522	'52	WGD-781S	3/8-1	5/64	75-734	1548C	196
K-530, K-531, K-532	'53	WGD-999S	3/2-1 1/2	9/32	75-867	1724	196
		WGD-2052S			75-901		



**CARBURETORS—CARTER**

*Manufacturer recommends; Do not try to check jets for wear by using drills or other gauges. It may ruin jets.*

Make and Model	Year	Carburetor Type and Number	Idle Adjust. Mixture Screw—Turns Open	Float Level—Inches	Metering Jet, Rod Standard	Replacement Parts Package Kit Number	Gasket Assortment Kit Number
<b>NASH</b>							
4740	'47	WA-1 - 611S	1 1/4	1/2	75-584	—	—
4760	'47	WA-1 - 644S	1 1/4	3/8	—	—	—
4840	'48	WA-1 - 662SA	3/4-1 3/4	1/2	75-619	—	—
4860	'48	WA-1 - 464S	1 1/2-1 1/2	3/8	75-372	—	—
4960	'49	WA-1 - 683S	1 1/2-1 1/2	1/2	75-650	—	—
4940	'49	WA-1 - 694S	3/4-1 3/4	1/2	75-640	—	—
5040, 540-5140	'50	WA-1 - 780S	3/4-1 3/4	1/2	75-646	—	—
5060, 5160	'50	WA-1 - 746S	1 1/2-1 1/2	1/2	75-650	—	—
5110	'51	YF-757SB	1-2	1/2	75-775	—	—
5140	'51	YF-824SB	1-2	1/2	75-775	—	—
5210	'52	YF-876SA	1 1/2-1 1/2	1 1/2	75-779	1590A	216
5240	'52	YF-877SA	1 1/2-1 1/2	1 1/2	75-779	1590A	216
5260	'52	YH-895SA	1 1/2-1 1/2	3/8	75-831	1713	223
5310	'53	YF-2014S	1 1/2-1 1/2	1 1/2	75-779	1590A	216
5260, 5360, 25260†	'53	YF-973S	3/4-1 3/4	1 1/2	75-845	—	227
5260, 5360, 25260†	'53	YF-974S	3/4-1 3/4	1 1/2	75-845	—	227
5340	'53	WCD-2034S	1 1/2-1 1/2	3/2	75-899	1732	230
<b>OLDSMOBILE</b>							
Six	'47	WA-1 - 504S	1 1/2-1 1/2	1/2	75-487	—	—
Six HT	'47	WA-1 - 481S	1 1/2-1 1/2	1/2	75-487	—	—
Eight SM	'47	WDO - 503S	1 1/2-1 1/2	3/16	75-486	—	—
Eight HT	'47	WDO - 480S	1 1/2-1 1/2	3/16	75-486	—	—
Six	'48	WA-1 - 651S	1 1/2-1 1/2	1/2	75-487	—	—
Eight	'48	WDO - 650S	1 1/2-1 1/2	3/16	75-641	—	—
88-98	'49	WGD - 714S	1-2	1/4	75-682	—	—
76 (Hydr.)	'49	WA-1 - 709S	1-2	1/2	75-651	—	—
76 (Std.)	'49	WA-1 - 710S	1-2	1/2	75-651	—	—
76 (Hydr.)	'50	WA-1 - 763SA	1 1/2-1 1/2	1/2	75-651	—	—
76 (Std.)	'50	WA-1 - 764S	1 1/2-1 1/2	1/2	75-651	—	—
"88"- "98"	'51	WGD-851S	1-1 1/2	1 5/8	75-766	—	—
Deluxe 88	'52	WGD-851S	3/4-1 1/4	1 1/4	75-766	1573	196
Super 88: 98	'52	WCFB-932S	1-2	P 1/4 S 1/4	75-843	1703	221
Super 88: 98	'53	WCFB-2016S-2080S	1 3/4-2 3/4	P 3/16 S 3/16	75-887	1730	234
Deluxe 88	'53	WGD-2015S	3/4-1 3/4	1/4	75-766	1573	196
<b>PACKARD</b>							
2100-2130	'47	WA-1 - 530S	1 1/2-1 1/2	3/8	75-535	—	—
2101-2111	'47	WDO - 512S	1 1/2-1 1/2	3/2	75-451	—	—
2106-2013-2126	'47	WDO - 531S	1 1/2-1 1/2	3/2	75-538	—	—
Super 8	'48	WDO - 643SA	3/4-1 1/4	3/2	75-451	—	—
Standard 8	'48	WDO - 644SA	3/8-1 1/8	3/2	75-638	—	—
Custom 8	'48	WDO - 531SA	1 1/2-2	3/2	75-616	—	—
Std. 8	'49	WDO - 644SA	3/8-1 1/8	3/2	75-638	—	—
Super 8	'49	WDO - 643SA	3/4-1 1/4	3/2	75-606	—	—
Custom 8	'49	WDO - 531SA	1 1/2-2	3/2	75-616	—	—
Taxi	'49	WA-1 - 530S	1 1/2-1 1/2	3/8	75-535	—	—
2362-2365-2392-2395	'50	WGD - 728SA	1-1 1/2	1 5/8	75-707	—	—
"300" & "400"	'51	WGD-767S	1 1/2-1 1/2	1 5/8	75-764	—	—
"200"	'51	WGD-784S	1 1/2-1 1/2	1 5/8	75-722	—	—
200	'52	WGD-784S	3/8-1 1/2	1 5/8	75-722	1568A	196
300 & 400	'52	WGD-928S	3/8-1 1/2	1 5/8	75-767	1700	196
300 & 400	'53	WCFB-985S	1-2	3/2	75-824	1727	229
		WCFB-2084S			75-942		
<b>PLYMOUTH</b>							
P 15	'47	BB-D - D6G1(i)	1 1/2-1 1/4	5/64	159-61S	—	—
P-15	'48	BB-D - D6G1	1 1/2-1 1/4	5/64	159-61	—	—

For key to abbreviations see page 142



**CARBURETORS — CARTER**

*Manufacturer recommends: Do not try to check jets for wear by using drills or other gauges. It may ruin jets.*

Make and Model	Year	Carburetor Type and Number	Idle Adjust. Mixture Screw—Turns Open	Float Level—Inches	Metering Jet, Rod Standard	Replacement Parts Package Kit Number	Gasket Assortment Kit Number
<b>PLYMOUTH (Continued)</b>							
P-17, P-18.....	'49	BB-D - D6L1	1/2-1 1/2	5/64	224-12S	—	—
P-19, P-20.....	'50	BB-D - D6L2	1/2-1 1/2	5/64	224-12S	—	—
P-22, P-23.....	'52	BB-D6H2	1/2-1 1/2	5/64	224-11S	1513A	203
P-22, P-23.....	'52	BB-D6L2	1/2-1 1/2	5/64	224-12S	1523A	203
P-24 Hy-Drive.....	'53	BBD-6T1	1/2-1 1/2	5/64	224-12S	—	215
P-24 Standard & O/D.....	'53	BBD-6S1	1/2-1 1/2	5/64	224-12S	—	203
<b>PONTIAC</b>							
47-27, 47-28.....	'47	WCD - 630S	3/4-1 3/4	3/16	75-594	—	—
Six.....	'47	WA-1 - 537S	—	3/16	75-528	—	—
Eight.....	'47	WCD - 630S	—	3/16	75-594	—	—
Wix Std. Trns.....	'48	WA1 - 537S	1-1 3/4	3/16	75-528	—	—
Six—Hydr. Trns.....	'48	WA1 - 652S	1-1 3/4	3/16	75-528	—	—
Eight—Std. Trns.....	'48	WCD - 630SB	3/4-1 3/4	3/16	75-594	—	—
Eight—Hydr. Trns.....	'48	WCD - 653S	3/4-1 3/4	3/16	75-594	—	—
49-27 (std.).....	'49	WCD - 719S	3/4-1 1/4	3/16	75-664	—	—
49-27 (hdr.).....	'49	WCD - 720S	3/4-1 1/4	3/16	75-664	—	—
49-25 (std.).....	'49	WA-1 - 717S	1-1 3/4	3/16	75-528	—	—
59-25 (hdr.).....	'49	WA-1 - 718S	1-1 3/4	3/16	75-528	—	—
50-25 (Std.).....	'50	WA-1 - 717S	1-1 3/4	3/16	75-528	—	—
50-25 (Hydr.).....	'50	WA-1 - 718S	1-1 3/4	3/16	75-528	—	—
50-27 (Std.).....	'50	WCD - 719SA	3/4-1 3/4	3/16	75-664	—	—
50-27 (Hydr.).....	'50	WCD - 720SA	3/4-1 1/4	3/16	75-664	—	—
52-25 (Stand. Trans.).....	'52	WA-1-717S	1-1 3/4	3/16	75-528	1366B	146
52-25 (H'dra. Trans.).....	'52	WA-1-718S	1-1 3/4	3/16	75-528	1388A	146
52-27 (Stand. Trans.).....	'52	WCD-719SA	3/4-1 1/4	3/16	75-664	1507A	189
52-27 (H'dra. Trans.).....	'52	WCD-720SA	3/4-1 1/4	3/16	75-664	1507A	189
20-2200, 2500.....	'53	WCD-2010S	1-2-1 1/2	5/32	75-910	1731	231
2700.....	'53	WCD-719SA	—	—	—	—	—
N.B. Fleetleaders (1941-2-6-7-8) are 20 and 22 Series; Torpedo 6 & 8 (1941-2-6-7-8) are 25 and 27 Series respectively. Streamliner 6 & 8 (1941-2-6-7-8) are 26 and 28 Series respectively; Streamliner 6 & 8 (1948) not distributed in Canada.							
<b>STUDEBAKER</b>							
Champion 6G.....	'47	WE - 532S	1/2-1 1/2	1/4	75-484	—	—
Champion 6G and T.....	'47	WE - 532S	1/2-1 1/2	1/4	75-484	—	—
Champion 7G.....	'48	WE - 661S	1/2-1 1/2	3/8	75-484	—	—
Champion 8G.....	'49	WE - 715S	1/2-1 1/2	3/8	75-652	—	—
Champion 9G.....	'50	WE - 715S	1/2-1 1/2	3/8	75-652	—	—
Champion 12-G.....	'52	WE-715S	1 1/2-1 3/8	3/8	75-652	1504	186A
1 1/2 ton truck.....	'52	BBR1-633S	1 1/2-1 3/8	5/16	159-59S	1394A	150A
Champion 14G.....	'53	WE-989S	1 1/2-1 1/2	3/8	75-902	1729	235
<b>WILLYS</b>							
CJ-2A Universal Jeep.....	'47	W-O - 596S	1/2	3/8	75-547	—	—
Station Wagon.....	'47	WA-1 - 613S	1/4-1 1/2	5/16	75-589	—	—
Universal Jeep, Jeep truck and sports.....	'48	WO - 636SA	1-2	5/16	75-547	—	—
Station wagon, pane delivery, sports phaeton.....	'48	WA1 - 613S	1/2-1 1/2	5/16	75-589	—	—
Station Sedan "6".....	'48	WA1 - 645S	1-2	5/16	75-609	—	—
Station Wagon 6.....	'49	WA-1 - 645S	1-2	5/16	75-609	—	—
Universal Jeep, Jeep Trucks.....	'49	WO - 636SA	1-2	3/8	75-547	—	—
Stn. Wagon, Panel Delivery Jeepster.....	'49	WA-1 - 613S	1/2-1 1/2	5/16	75-589	—	—
4 wheel drive Jeep.....	'50	WO - 636SA	1-2	3/8	75-547	—	—
4-63 Stn. Wgn., Panel Del. & Jeepster.....	'50	YF - 738S	3/4-1 3/4	9/32	75-708	—	—
685 PC Aero Wing & Aero Ace.....	'52-'53	YF-924S	1-2	9/32	75-804	—	206A
675 PC Aero Lark.....	'52-'53	YF-937S	1-2	9/32	75-749	1571	200
475 SW Station Wagon.....	'52-'53	YF-951S	3/4-1 3/4	5/16	75-806	1559	206A
CJ3B Jeep.....	'53	YF-938S	3/4-1 3/4	5/16	75-806	1559C	260A

For key to abbreviations see page 142



**CARBURETORS—FORD**

*Manufacturer recommends: Do not try to check jets for wear by using drills or other gauges. It may ruin jets.*

Make and Model	Year	Carburetor Type and Number	Power By-Pass Jet — Size No.	Main Metering Jet	Fuel Level (Engine Idling)	Float Needle and Seat Assembly	Idle Adjust. Mixture Screw—Turns Open
<b>FORD</b>							
V-8.....	'49	8BA	.039	.051	$\frac{1}{2}M\frac{1}{32}$	.097	$\frac{3}{4}$
V-8.....	'50	C8BA-9510	.94	.051	1.35-1.32	7HA-9564	$\frac{3}{4}$ out
V-8.....	'51	C8BA-9510	.94	.051	1.35-1.32	7HA-9564	$\frac{3}{4}$ out
Customline, Mainline.....	'52	EAB-9510C	.029	.051	$1\frac{1}{16}$	7HA-9564	$\frac{3}{4}$ out
Customline, Mainline.....	'53	EAB-9510Df EAB-9510-C EAB-9510Ef	—	.064	1.275-1.305	7HA-9564	$\frac{3}{4}$ (?)
<b>LINCOLN</b>							
Lincoln.....	'52	EAD-9510E	—	.059	—	KM-9564B	$\frac{3}{4}$ out
Lincoln.....	'53	EAD-9510G	4-.070	.061	(?)	EAD-9564-A	—
<b>METEOR</b>							
Meteor.....	'49	8BA	.039	.051	$\frac{1}{2}M\frac{1}{32}$	.097	$\frac{3}{4}$
Meteor.....	'50	c8BA-9510	.94	.051	1.35-1.32	7HA-9564	$\frac{3}{4}$ out
Meteor.....	'51	c8BA-9510	.94	.051	1.35-1.32	7HA-9564	$\frac{3}{4}$ out
Meteor.....	'52	EAB-9510A EAC-9510Gf	—	.056	—	KM-9564B	$\frac{3}{4}$ out
Mainline.....	'53	EAB-9510-C EAB-9510Ef	—	.064	1.275-1.305	7HA-9564	$\frac{3}{4}$ (?)
Customline.....	'53	FAH-9510A EAC-9510Jf	—	.056	$\frac{1}{2}\pm\frac{1}{32}$ (?)	KM-9564B	$\frac{3}{4}$ (?)
<b>MERCURY</b>							
Mercury.....	'49	8CM	.65	.048	$\frac{1}{2}M\frac{1}{32}$	.097	$\frac{3}{4}$
Mercury.....	'50	8CM-9510	$1\frac{1}{32}$	.049	$\frac{1}{2}M\frac{1}{32}$	8CM-9564	$\frac{5}{8}-\frac{3}{4}$
Mercury.....	'51	8CM-9510	$1\frac{1}{32}$	.049	$\frac{1}{2}M\frac{1}{32}$	8CM-9564	$\frac{5}{8}-\frac{3}{4}$
Mercury.....	'52	EAC-9510E EAC-9510-Gf	—	.056	KM-9564B	—	$\frac{3}{4}$ out
Mercury.....	'53	EAC-9510E EAC-9510Jf	—	.056	$\frac{1}{2}\pm\frac{1}{32}$ (?)	KM-9564B	$\frac{3}{4}$ (?)
<b>MONARCH</b>							
V-8.....	'49	8CM	.65	.048	$\frac{1}{2}M\frac{1}{32}$	.097	$\frac{3}{4}$
V-8.....	'50	8CM-9510	$1\frac{1}{32}$	.049	$\frac{1}{2}M\frac{1}{32}$	8CM-9564	$\frac{5}{8}-\frac{3}{4}$
V-8.....	'51	8CM-9510	$1\frac{1}{32}$	.049	$\frac{1}{2}M\frac{1}{32}$	8CM-9564	$\frac{5}{8}-\frac{3}{4}$
Monarch.....	'52	EAC-9510E EAC-9510Gf	—	.056	—	KM-9564B	$\frac{3}{4}$ out
Monarch.....	'53	EAC-9510E EAC-9510Jf	—	.056	$\frac{1}{2}\pm\frac{1}{32}$ (?)	KM-9564B	$\frac{3}{4}$ (?)

**CARBURETORS—HOLLEY**

<b>FORD</b>							
De Luxe.....	'47	F-94	.039	.051	$1\frac{1}{16}$	78-9564	$\frac{5}{8}-\frac{3}{4}$
Super De Luxe.....	'47	F-94	.039	.051	$1\frac{1}{16}$	78-9564	$\frac{5}{8}-\frac{3}{4}$
Super De Luxe.....	'48	F-94	.039	.051	$1\frac{1}{16}$	78-9564	$\frac{5}{8}-\frac{3}{4}$
<b>LINCOLN</b>							
Linc. & Lincoln Continental.....	'47	F-100	.041	.053	$1\frac{1}{32}$	78-9564	—
Linc. & Lincoln Continental.....	'48	F-100	.041	.053	$1\frac{1}{32}$	78-9564	—
Linc. & Lincoln Continental.....	'49	(Not distributed in Canada)					
Lincoln, Lincoln Cosmopolitan.....	'51	OEL-9510-A	8EL-9594	.055	Li	8CM-9564	*
<b>MERCURY</b>							
114 & 114X.....	'47	F-94	.039	.051	$1\frac{1}{16}$	78-9564	$\frac{5}{8}-\frac{3}{4}$
118.....	'47	F-94	.039	.051	$1\frac{1}{16}$	78-9564	$\frac{5}{8}-\frac{3}{4}$
118.....	'48	F-94	.039	.051	$1\frac{1}{16}$	78-9564	$\frac{5}{8}-\frac{3}{4}$

For key to abbreviations see page 142



**CARBURETORS—HOLLEY**

*Manufacturer recommends: Do not try to check jets for wear by using drills or other gauges. It may ruin jets.*

Make and Model	Year	Carburetor Type and Number	Power By-Pass Jet—Size No.	Main Metering Jet	Fuel Level (Engine Idling)	Float Needle and Seat Assembly	Idle Adjust. Mixture Screw—Turns Open
<b>MONARCH</b>							
Monarch.....	'47	F-94	.039	.051	$\frac{11}{16}$	78-9564	$\frac{5}{8}$ — $\frac{3}{4}$
Monarch.....	'48	F-94	.039	.051	$\frac{11}{16}$	78-9564	$\frac{5}{8}$ — $\frac{3}{4}$

**CARBURETORS — ROCHESTER**

<b>CADILLAC</b>							
All Series.....	'52-'53	4-GC					
<b>CHEVROLET</b>							
Six.....	'50	7002050B	.038	.051	$1\frac{1}{2}$ R	.076	$1\frac{1}{2}$ — $2\frac{1}{2}$
Six.....	'51	7003152	.038	.051	$\frac{5}{16} \pm \frac{1}{32}$	7002358	1— $2\frac{1}{2}$
Conventional.....	'52	7004477					
Powerglide.....	'52	7003526					
Conventional.....	'53	7004915	.039	.058	—	7002359	$1\frac{1}{2}$ — $2\frac{1}{2}$
Powerglide.....	'53	7004478	.039	.058	—	7002359	$1\frac{1}{2}$ — $2\frac{1}{2}$
<b>OLDSMOBILE</b>							
Eight.....	'50	7002570AA	1-1	.054	$\frac{23}{32}$ O	1-1	$1\frac{1}{4}$ — $2\frac{1}{4}$
'88".....	'51	7002900	NSS	.51	*G	7001395	$\Delta 1\frac{1}{4}$ —2
Eight.....	'52	BB,4GC					
Super 88.....	'53	4-GC-7004661	.031	.051	$\frac{21}{32}$	.101	$1\frac{1}{2}$
<b>PONTIAC</b>							
Six.....	'51	7002870	NSS	.58	$\frac{9}{32}$	7002885	$1\frac{1}{2}$ to $2\frac{1}{4}$
Six.....	'52	BC					

**CARBURETORS—SOLEX**

<b>CONSUL</b>							
Four Cylinder.....	'53	1274	60	95	$\frac{21}{32}$ — $\frac{43}{64}$	—	$\frac{1}{2}$ —1
<b>HILLMAN MINX (English)</b>							
Mark IV.....	'50	30FA1	200	139cc	(F)	.06	A
Mark IV.....	'51-'53	30 FA 1		139	GS 120	Pre-Set	—
<b>ROVER (English)</b>							
75.....	'49	30PAA1	265	97.5	—	—	$\frac{3}{4}$ —1
<b>STANDARD VANGUARD (English)</b>							
Saloon.....	'49	32B1	—	135	—	—	—
Saloon.....	'50	32B1	—	135	—	—	—
Saloon.....	'53	32B10	—	135	16	2	—
<b>SUNBEAM TALBOT (English)</b>							
90.....	'50	DBA-36	.030	.050	.66—.72	.100	—
90 II.....	'51-'53	DBA 36	L 1802	—	$\frac{11}{16}$	.052	—
<b>TRIUMPH (English)</b>							
TRA.....	'51	DBA-36	.030	.050	.66—.72	.100	—
Mayflower.....	'53	30FA10	—	105	16	2	—
<b>ZEPHYR</b>							
Six Cylinder.....	'53	1275	70	90	$\frac{21}{32}$ — $\frac{43}{64}$	—	$\frac{1}{2}$ —1

For key to abbreviations see page 142



**CARBURETORS—STROMBERG**

*Manufacturer recommends: Do not try to check jets for wear by using drills or other gauges. It may ruin jets.*

Make and Model	Year	Carburetor Type and Number	Power By-Pass Jet—Size No.	Main Metering Jet	Fuel Level (Engine Idling)	Float Needle and Seat Assembly	Idle Adjust. Mixture Screw—Turns Open
<b>BUICK</b>							
Series 40.....	'47	AAV-16	60	.045	x	P-22498	*
Series 50.....	'47	AAV-16	60	.045	x x	P-22498	*
Series 70.....	'47	AAV-26	54	.051	x x	P-22499	*
Series 40, 50, 70.....	'48	(Not distributed in Canada)					
Series 40, 50, 70.....	'49	(Not distributed in Canada)					
Series 40, 50, 70.....	'50	(Not distributed in Canada)					
Series 40 Custom.....	'51	AAUVB-267	54	P-24673-.047 x		—	1 1/2
Series 50, 70.....	'51	(Not distributed in Canada)					
Series 40.....	'52	AAUVB-267					
Series 50.....	'52	AAUVB-267					
Series 70.....	'52	AAUVB-267					
Series 40.....	'53	AAUVB-267 7-90	—	—	—	—	—
Series 50.....	'53	AAVB-26	—	—	—	—	—
Series 70.....	'53	4-AUV-267 7-94	—	—	—	—	—
<b>CADILLAC</b>							
"V" Eight.....	'47	AAV-26	—	—	5/8	—	—
V-8.....	'48	(Not distributed in Canada)					
V-8.....	'49	(Not distributed in Canada)					
V-8.....	'50	(Not distributed in Canada)					
<b>CHRYSLER</b>							
Eight—C-39, C-40.....	'47	AAGS-2	c	.051	@	P-22499	1*
Eight—C-39, C-40.....	'48	AAGS-2	c	.051	@	P-22499	1*
<b>DODGE</b>							
D-25.....	'47	BXV-3	55	.061	5/8	P-21918	A
D-24.....	'47	BXVD-3	55	.061	5/8	P-21918	A
D-25.....	'48	BXV-3	55	.061	5/8	P-21918	A
D-24.....	'48	BXVD-3	55	.061	5/8	P-21918	A
D-30.....	'49	BXVD-3	55	.061	5/8	P-21918	1
D34.....	'50	BXVD-3	P-24062	.061	5/8	P-21918	1
D44.....	'53	WW (3-106)	—	—	3/16	—	3/4-1 1/4
<b>HUMBER (English)</b>							
Hawk (Mk. III).....	'49	DBA-36	.030	.045	.66-.72	.100	—
Hawk (Mk. III).....	'50	DBA-36	.030	.045	.66-.72	.100	—
Super Snipe (Mk. II).....	'48	DBVA-42	.054	.065	.66-.72	.113	—
Super Snipe (Mk. II).....	'49	DBVA-42	.054	.065	.66-.72	.113	—
Super Snipe (Mk. II).....	'50	DBVA-42	.054	.065	.66-.72	.113	—
Pullman (Mk. II).....	'49	DBVA-42	.054	.065	.66-.72	.113	—
Pullman (Mk. II).....	'50	DBVA-42	.054	.065	.66-.72	.113	—
Hawk IV.....	'51	DBA 36	L1802	—	11/16	.048	—
Super Snipe III.....	'51	DBVA 42	L1292	—	11/16	.060	—
Super Snipe Mark IV.....	'53	DBVA42	.056	.065	.75	—	—
Hawk V.....	'53	DBA 36	L1802	—	11/16	.048	—
<b>STUDEBAKER</b>							
3H Commander.....	'52	AAUVB-26	57	.048	BS-P-22499	—	1 3/4
4H Commander.....	'53	WWUVL-26	60	—	—	—	—

**CARBURETORS—S.U.****JAGUAR (English)**

Mark VII.....	'51-'53	H6	SM Stan. 3/16	SK Weak
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For key to abbreviations see page 142



**CARBURETORS—S.U.**

*Manufacturer recommends: Do not try to check jets for wear by using drills or other gauges. It may ruin jets.*

Make and Model	Year	Carburetor Type and Number	Power By-Pass Jet —Size No.	Main Metering Jet	Fuel Level (Engine Idling)	Float Needle and Seat Assembly	Idle Adjust. Mixture Screw—Turns Open
<b>M.G. (English)</b>							
Series TD.....	'50	S.U.	—	O.S.	1/8m	—	—
Series Y.....	'50	SU H.2.	—	—	1/8m	—	—
Midjet Series 'TD'.....	'51	S.U. H.2.	—	ES	M	—	—
1/4 Litre Series 'Y'.....	'51	S.U. H.2.	—	F.I.	M	—	—
Midjet TD.....	'52-'53	H.2	—	ES	1/8m	—	—
1/4 Litre YB.....	'52-'53	H.2	—	F.I.	1/8m	—	—
<b>MORRIS (English)</b>							
Minor.....	'48	SU	—	M	1/8m	—	—
Oxford.....	'48	SU	None	M	1/8m	—	A
Six.....	'49	SU	—	AYM	1/8m	—	—
Minor.....	'49	SU	—	M	1/8m	—	—
Oxford.....	'49	SU	None	M	1/8m	—	A
Six.....	'50	SU	—	AYM	1/8m	—	—
Minor.....	'50	SU	—	M	1/8m	—	—
Oxford.....	'50	SU	None	M	1/8m	—	A
Minor.....	'51	S.U.-H.1.	—	EK	1/8m	—	—
Oxford.....	'51	S.U.-H.2.	—	FP	1/8m	—	—
Six.....	'51	S.U.-H.4.	—	HB	1/8m	—	—
Minor.....	'52-'53	H.1	—	EK	1/8m	—	—
Oxford.....	'52-'53	H.2	—	FP	1/8m	—	—
Six.....	'52-'53	H.4	—	HB	1/8m	—	—
Minor Series II.....	'53	H-1	—	99	—	—	—
<b>RILEY (English)</b>							
1 1/2 Litre.....	'46-'50	SU	—	No. 3	—	—	—
2 1/2 Litre.....	'47-'50	SU	—	EE	—	—	—
1 1/2 Litre.....	'51	SU-H.2	—	No. 3	—	—	—
2 1/2 Litre.....	'51	SU-H.4	—	EE	—	—	—
1 1/2 Litre.....	'52-'53	H.2	—	No. 3	1 1/2**	—	—
2 1/2 Litre.....	'52-'53	H.4	—	EE	1 1/2**	—	—
<b>WOLSELEY (English)</b>							
Four-Fifty.....	'48-'50	SU	—	EM	1/8(b)	—	—
Six-Eighty.....	'48-'50	SU	—	HB	1/8(b)	—	—
Four-Fifty.....	'51	S.U.-H.2	—	EM	1/8(b)	—	—
Six-Eighty.....	'51	S.U.-H.2	—	HB	1/8(b)	—	—
Four-Fifty.....	'52-'53	H.2	—	EM	1/8m	—	—
Six-Eighty.....	'52-'53	H.2	—	HB	1/8m	—	—

**CARBURETORS—TILLOTTSON****CROSLLEY**

CC (up to 41547).....	'47	DY-9C	N	(a)	F	—	3/4-1 1/4
CC, CD (Up to 106039).....	'48	DY-9C	N	(a)	F	—	3/4-1 1/4
CD (After 106039).....	'49	DY-9C	N	(a)	F	—	3/4-1 1/4
Crosley.....	'50	DY-9C	(c)	56D	23/64C	—	g
(All models).....	'51	DY-9C	(c)	56D	23/64C	202420(C) 06287T	g

For key to abbreviations see page 142



**CARBURETORS—ZENITH (English)**

*Manufacturer recommends: Do not try to check jets for wear by using drills or other gauges. It may ruin jets.*

Make and Model	Year	Carburetor Type and Number	Power By-Pass Jet—Size No.	Main Metering Jet Standard	Fuel Level (Engine Idling)	Float Needle and Seat Assembly	Idle Adjust. Mixture Screw—Turns Open
<b>ANGLIA (English)</b>							
Four Cylinder.....	'49	CE	—	85	.669	.059	1/2-1 1/2
Four Cylinder.....	'50	20E	75	85	.669	1.5	—
Four Cylinder.....	'51	20E	75	85	.669	1.5	—
Four Cylinder.....	'52	20E	75	85	.669	1.5	—
<b>AUSTIN (English)</b>							
A-40.....	'48	30vm4C/51105	—	95	—	—	1 1/2
A-40 Devon & Dorset.....	'49	30VM5	—	95	—	50	—
Devon and Dorset.....	'50	30vm5	23	95	—	1.5mm	1
A-125 Sheerline.....	'51	Stromberg	.046	.063	—	—	—
A-20 Atlantic.....	'51	SU-H4	—	.090	—	—	—
A-70 Hereford.....	'51	42-vi/s	—	105	—	—	—
A-40 Devon.....	'51	30-vvm/5	—	95	—	—	—
A-40 Somerseset.....	'52	32/12	—	90	—	1.5	1 1/2
A-70 Hereford.....	'52	42VIS	—	95	—	2.5	1 1/2
A-70 Hereford.....	'53	42VIS c/s-1253	50	95	(1)	2.5	1-1 1/2
A-40 Somerseset.....	'53	30VIG8 c/s-1320	50	90	(1)	1.5	3/4
A-30.....	'53	26JS c/s-1325	—	95	(1)	1.5mm	3/4-1
<b>PREFECT (English)</b>							
Four Cylinder.....	'49	CE	—	85	.669	.059	1/2-1 1/2
Four Cylinder.....	'50	20E	75	85	.669	1.5	—
Four Cylinder.....	'51	20E	75	85	.669	1.5	—
<b>VANGUARD (English)</b>							
Sedan & Est. Car.....	'51	—	—	—	—	—	—
<b>Vauxhall LIP (English)</b>							
Velox.....	'51	—	—	—	—	—	—

**ABBREVIATIONS**

a—P-24827 with filter.  
 (a)—Adjustable.  
 @—At hole.  
 A—Adjust to smooth idle-out richer.  
 b—P-24827 with filter; P-24063 without filter  
 c—Two—No. 56.  
 (c)—Lower hole No. 70 drill. Upper hole No. 60 drill.  
 C—Concentric.  
 D—Drill.  
 Er—Early production.  
 F—At bottom of plug inside float chamber.  
 (F)—Fixed.  
 g—Turn clockwise until seated (without force) then turn back 1 1/4 turns.  
 G—From air horn body gasket. Also, use gauge.  
 (i)—Cars with automatic choke, equipped with carburetors D6C1, or D6C2.  
 La—Late production.  
 m—Below top of jet.  
 M—Standard EK or FPRich—MG. or ES. Weak—M.O.W. or HB.  
 N—None.

NSS—Not serviced separately.  
 O—Cover gasket removed, cover and float assy. held upside down, dimension from face of cover to top of soldered seam at front of float.  
 R—Float level—measured from cover gasket to bottom of float.  
 SV—Single venturi.  
 V—Vertical.  
 x—At bottom of sight hole.  
 (y)—Front carburetor 533S; rear 534S, or 544S.  
 \*—Out richer; In leaner—adjust to smooth, one barrel at a time. On Chevrolet fuel level at 3# p.s.i. fuel pressure measured from parting surface of bowl.  
 †—Rear carburetor.  
 ‡—Front carburetor.  
 ▲—Taper in screw must not be damaged by forcing screw into cast iron sear.  
 f—With Automatic Transmissions.  
 (1)—Preset  
 (2)—Turn screw out to enrich mixture  
 (3)—Measured from underside of cover gasket to fuel level.  
 (4)—1/2" below top edge of bowl with 4 1/2 lbs. fuel pressure.



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## WHEEL ALIGNMENT AND TIRES

Make and Model	Year	Caster—Degrees	Camber—Degrees	Toe-in—Inches	King Pin Inclination—Degrees	Tire Size	Pressure—Front	Pressure—Rear
<b>ANGLIA (English)</b>								
Four Cylinder.....	'49	8 20'a	2 16'(a)	$\frac{1}{16}$ — $\frac{1}{8}$	7 6'(A)	5.00 x 16	24	24
Four Cylinder.....	'50	7 20'-8 20'	1 54'-2 16'	$\frac{1}{16}$ — $\frac{1}{8}$	6 54'-7 6'	5.00 x 16	24	24
Four Cylinder.....	'51	7 20'-8 20'	1 54'-2 16'	$\frac{1}{16}$ — $\frac{1}{8}$	6 54'-7 6'	5.00 x 16	24	24
Four Cylinder.....	'52	7 20'-8 20'	1 54'-2 16'	$\frac{1}{16}$ — $\frac{1}{8}$	6 54'-7 6'	5.00 x 15	24	24
Anglia.....	'52	7 49'	2	$\frac{1}{16}$ — $\frac{1}{8}$	7	5.00 x 16	24	24
<b>AUSTIN (English)</b>								
A-40.....	'48	2	1	0— $\frac{1}{16}$	6 $\frac{1}{2}$	5.95 x 16	24	25
A-40 Devon & Dorset.....	'49	$\frac{13}{4}$	1	$\frac{1}{16}$ — $\frac{1}{8}$	6 $\frac{1}{2}$	5.25 x 16	24	25
A-40 Devon and Dorset.....	'50	$\frac{13}{4}$	1	$\frac{1}{16}$ — $\frac{1}{8}$	6 $\frac{1}{2}$	5.25 x 16	24	25
A-125 Sheerline.....	'51	$\frac{11}{4}$	$\frac{3}{4}$	$\frac{1}{16}$ — $\frac{1}{8}$	5	6.50 x 16	26	30
A-90 Atlantic.....	'51	$\frac{11}{4}$	1	$\frac{1}{16}$ — $\frac{1}{8}$	6 $\frac{1}{2}$	5.50 x 16	26	29
A-70 Hereford.....	'51	$\frac{11}{4}$	1	$\frac{1}{16}$ — $\frac{1}{8}$	6 $\frac{1}{2}$	6.00 x 16	26	29
A-40 Devon.....	'51	$\frac{21}{4}$	1	$\frac{1}{16}$ — $\frac{1}{8}$	6 $\frac{1}{2}$	5.25 x 16	26-27	26-27
A-40 Somerset.....	'52	$\frac{18}{4}$	1	$\frac{1}{16}$ — $\frac{1}{8}$	6 $\frac{1}{2}$	5.25 x 16	27	27
A-70 Hereford.....	'52	$\frac{13}{4}$	1	$\frac{1}{16}$ — $\frac{1}{8}$	6 $\frac{1}{2}$	6.00 x 16	28	30
A-70 Hereford.....	'53	$\frac{13}{4}$	1	$\frac{1}{16}$ — $\frac{1}{8}$	6 $\frac{1}{2}$	6.00 x 16	24	26
A-40 Somerset.....	'53	$\frac{21}{4}$	1	$\frac{1}{16}$ — $\frac{1}{8}$	6 $\frac{1}{2}$	5.25 x 16	27	27
A-30.....	'53	3	1	$\frac{1}{16}$ — $\frac{1}{8}$	6 $\frac{1}{2}$	5.20 x 13	20	23(1)
<b>BUICK</b>								
Series 40.....	'47	$\frac{3}{8}$ ± $\frac{3}{8}$	— $\frac{1}{8}$ to + $\frac{1}{8}$	0— $\frac{1}{16}$	4 $\frac{1}{4}$ **	6.50 x 16	25-28W	25-28W
Series 50.....	'47	$\frac{3}{8}$ ± $\frac{3}{8}$	— $\frac{1}{8}$ to + $\frac{1}{8}$	0— $\frac{1}{16}$	4 $\frac{1}{4}$ **	6.50 x 16	25-28W	25-28W
Series 70.....	'47	$\frac{3}{8}$ ± $\frac{3}{8}$	— $\frac{1}{8}$ to + $\frac{1}{8}$	0— $\frac{1}{16}$	4 $\frac{1}{4}$ **	7.00 x 15	25-28W	25-28W
Series 40, 50, 70.....	'48	(Not distributed in Canada)	(Not distributed in Canada)					
Series 40, 50, 70.....	'49	(Not distributed in Canada)	(Not distributed in Canada)					
Series 40, 50, 70.....	'50	(Not distributed in Canada)	(Not distributed in Canada)					
Series 40 Custom.....	'51	+ $\frac{1}{4}$ to + $\frac{1}{2}$	+ $\frac{1}{8}$ to — $\frac{3}{8}$	$\frac{1}{16}$ to $\frac{1}{8}$	4 $\frac{1}{4}$ **	7.60x15	CW	CW
Series 50, 70.....	'51	(Not distributed in Canada)	(Not distributed in Canada)					
Series 40.....	'52	.25-1.5	.875 to-.625	.062-.125	4.25/375	7.60 x 15/4	24	24
Series 50.....	'52	.25-1.5	.875 to-.625	.062-.125	4.25/375	7.60 x 15/4	24	24
Series 70.....	'52	.25-1.5	.875 to-.625	.062-.125	4.25/375	8.00 x 15/4	24	24
Series 40, 50.....	'53	-.50 to .75	.875 to-.625	.062-.125	4.25/375	7.60 x 15	24	24
Series 70.....	'53	-.50 to .75	.875 to-.625	.062-.125	4.25/375	8.00 x 15	24	24
<b>CADILLAC</b>								
Eight.....	'47	— $\frac{1}{2}$ to — $2\frac{1}{2}$	— $\frac{3}{8}$ to + $\frac{3}{8}$	$\frac{1}{32}$ — $\frac{3}{32}$	5 51'	K	28††	28††
V-8.....	'48	(Not distributed in Canada)	(Not distributed in Canada)					
V-8.....	'49	(Not distributed in Canada)	(Not distributed in Canada)					
V-8.....	'50	(Not distributed in Canada)	(Not distributed in Canada)					
V-8.....	'51	(Not distributed in Canada)	(Not distributed in Canada)					
All Models.....	'52	— $\frac{1}{2}$ to $\frac{1}{2}$	— $\frac{3}{8}$ to $\frac{3}{8}$	$\frac{1}{32}$ — $\frac{3}{32}$	5 51'	8.00 x 15/4	24	24
60-62 Series.....	'53	— $\frac{1}{2}$ to $\frac{1}{2}$	— $\frac{3}{8}$ to $\frac{3}{8}$	$\frac{1}{16}$ — $\frac{3}{8}$	5 51'	8.00 x 15	24	28
75 Series.....	'53	— $\frac{1}{2}$ to $\frac{1}{2}$	— $\frac{3}{8}$ to $\frac{3}{8}$	$\frac{1}{16}$ — $\frac{3}{8}$	5 51'	8.20 x 15	24	28
<b>CHEVROLET</b>								
Six.....	'47	0± $\frac{1}{2}$	— $\frac{1}{4}$ ± $\frac{1}{2}$	0— $\frac{1}{8}$	4 $\frac{3}{4}$ ± $\frac{1}{2}$	6.00 x 16	26	28
Six.....	'48	0± $\frac{1}{2}$	— $\frac{1}{4}$ ± $\frac{1}{2}$	0— $\frac{1}{8}$	4 $\frac{3}{4}$ ± $\frac{1}{2}$	6.70 x 15	24	24
Six.....	'49	30'±30'	30'±30'	0— $\frac{1}{8}$	4°±30'	6.70 x 15	24	24
Six.....	'50	30'±30'	30'±30'	0— $\frac{1}{8}$	4°±30'	6.70 x 15	24	24
Six.....	'51	0 to 1	0 to 1	0— $\frac{1}{8}$	33° to 43°	6.70 x 15	24	24
All Models.....	'52	0 to 1	0 to 1	0— $\frac{1}{8}$	3 $\frac{1}{2}$ —4 $\frac{1}{2}$	6.70 x 15/4	24	24
All Models.....	'53	0 to 1	0 to 1	0— $\frac{1}{8}$	3 $\frac{1}{2}$ —4 $\frac{1}{2}$	6.70 x 15	24	24
<b>CHRYSLER</b>								
Six-C-38W, C-38S.....	'47	—1 to +1*	0 to + $\frac{3}{4}$ P	0— $\frac{1}{8}$	4 $\frac{3}{4}$ -6	6.50 x 15	28	28
Eight-C-39, C-40.....	'47	—1 to +1*	0 to + $\frac{3}{4}$ P	0— $\frac{1}{16}$	4 $\frac{3}{4}$ -6	7.00 x 15A	28	28
Six-C-38W, C-38S.....	'48	—1 to +1*	0 to + $\frac{3}{4}$ P	0— $\frac{1}{16}$	4 $\frac{3}{4}$ -6	7.60 x 15	24	24
Eight-C-39.....	'48	—1 to +1*	0 to + $\frac{3}{4}$ P	0— $\frac{1}{16}$	4 $\frac{3}{4}$ -6	8.20 x 15	24	24
Eight-C-40.....	'48	—1 to +1*	0 to + $\frac{3}{4}$ P	0— $\frac{1}{16}$	4 $\frac{3}{4}$ -6	8.90 x 15	24	24
Six C-45.....	'49	—1 to —30	0 to 3 $\frac{1}{4}$ †††	0— $\frac{1}{16}$	4 $\frac{3}{4}$ -6	7.60 x 15	24C	24C
Eight C-46, C-47.....	'49	—1 to —3	0 to $\frac{3}{4}$	0— $\frac{1}{16}$	4 $\frac{3}{4}$ -6	8.20 x 15	24C	24C
Six.....	'50	—1 to —3(b)	0— $\frac{3}{4}$	0— $\frac{1}{16}$	4 $\frac{3}{4}$ -6	7.60 x 15B	24C	24C

For key to abbreviations see page 152



## WHEEL ALIGNMENT AND TIRES

Make and Model	Year	Caster—Degrees	Camber—Degrees	Toe-in—Inches	King Pin Inclination—Degrees	Tire Size	Pressure—Front	Pressure—Rear
<b>CHRYSLER (Continued)</b>								
Eight.....	'50	-1 to -3(b)	0-3/4°P	0-1/16	43/4-6	8.20 x 15	24C	24C
C51.....	'51	-1 to -3(c)	0±3/8	0-1/16	43/4-6	7.60 x 15	24	24
C51, C55.....	'52	-1 to -3(c)	0±3/8	0-1/16	5-6 1/2	8.20 x 15	24	24
C-60.....	'53	-1 to -3(c)	0±3/8(2)	0-1/16+	3 3/4-6	7.60 x 15	24	24
C-56 V-8.....	'53	-1 to -3(c)	0±3/8(2)	0-1/16+	3 3/4-6	8.00 x 15	24	24
<b>CONSUL (English)</b>								
Four Cylinder.....	'52	0-30	1-48	1/16-1/8	2 42'	5.50 x 13	28	28
Four Cylinder.....	'53	-1/2 to 1/2	1/2-2	0-1/8	2 3/4-4	5.90 x 13	28	28
<b>CROSLEY</b>								
CC (Up to 41547).....	'47	7 1/2	2	1/16	6 1/2	4.50 x 12	25	25
CC CD Up to 106039.....	'48	7 1/2	2	1/16	6 1/2	4.50 x 12	25	25
CD (After 106039).....	'49	7 1/2	2	1/16	6 1/2	4.50 x 12	25	25
Crosley.....	'50	7 1/2	2	3/64-1/16	7 1/2	4.50 x 12	25	25
All Models.....	'51	7 1/2	2	3/64-1/16	6 1/2	4.50 x 12	25	25
All Models.....	'52	7 1/2	2	1094-.125	6.5	4.50 x 12/4	25	25
<b>DE SOTO</b>								
S-11.....	'47	-1 to +1*	0 to +3/4°P	0-1/16	43/4-6	6.50 x 15	28	28
S-11.....	'48	-1 to +1*	0 to +3/4°P	0-1/16	43/4-6	7.60 x 15	24	24
S-13 Custom.....	'49	-1 to -3c	0-3/4+++	0-1/16	43/4-6	7.60 x 15	24C	24C
S14.....	'50	-1 to -3(b)	0-3/4°P	0-1/16	43/4-6	7.60 x 15	24C	24C
S15.....	'51	-1 to -3(c)	0±3/8	0-1/16	43/4-6	7.60 x 15	24	24
S15, S17.....	'52	-1 to -3(c)	0±3/8	0-1/16	5-6 1/2	7.60 x 15	24	24
S-18.....	'53	-1 to -3(c)	0±3/8(2)	0-1/16+	3 3/4-6	7.60 x 15	24	24
S-16 V-8.....	'53	-1 to -3(c)	0±3/8(2)	0-1/16+	3 3/4-6	8.00 x 15	24	24
<b>DODGE</b>								
D-25.....	'47	-1 to +1*	0 to 3/4°P	0-1/16	43/4-6	6.00 x 16	28	28
D-24.....	'47	-1 to +1*	0 to 3/4°P	0-1/16	43/4-6	6.00 x 16 +	28	28
D-25.....	'48	-1 to +1*	0 to 3/4°P	0-1/16	43/4-6	6.70 x 15	24	24
D-24.....	'48	-1 to +1*	0 to 3/4°P	0-1/16	43/4-6	7.10 x 15 +	24	24
D-30.....	'49	-1 to +1	0-3/4°P	0-1/16	43/4-6	7.10 x 15(t)	24C	24
D-31, D-32.....	'49	-1 to +1	0-3/4°P	0-1/16	43/4-6	6.40 x 15(T)	24C	24C
D34-D35-D36.....	'50	-1 to +1	0-3/4°P	0-1/16	43/4-6	7.10x15B(x)	24C	24C
D39, D40.....	'51	-1 to +1	0±3/8	0-1/16	43/4-6	6.40 x 15	24	24C
D42.....	'51	-1 to +1	0±3/8	0-1/16	43/4-6	6.70 x 15	24	24
D39, D40, D42.....	'52	0±1	0±3/8	0-1/16	5-6 1/2	7.10 x 15	24	24
D-43.....	'53	-1 to 1	0±3/8(2)	0-1/16+	3 3/4-6	6.70 x 15	24	24
D-44 V-8.....	'53	-1 to 1	0±3/8(2)	0-1/16+	3 3/4-6	7.10 x 15	24	24
<b>FORD</b>								
De L. & Super De L.....	'47	5/4 to 7/4	3/4 to 1 1/4	1/16-1/8	8	6.00 x 16	28	28
De L. & Super De L.....	'48	5/4 to 7/4	3/4 to 1 1/4	1/16-3/8	8	6.00 x 16	28	28
V-8.....	'49	0 to -3/4	-1/4 to +3/4	1/16-3/8	5	6.70 x 15	24	24
V-8.....	'50	+0 30' to -1	0-1	1/16-3/8	5 1/4	6.70 x 15	24	21
V-8.....	'51	+0 39' to -1	0-1	1/16-3/8	5 1/4	6.70 x 15	24	21
Customline, Mainline.....	'52	3/4-1	0-1	1/16-3/8	5 5/8	6.70 x 15	26	23
Mainline, Customline.....	'53	1/2 to -1(3)	0-1(3)	1/16-3/8	5	6.70 x 15	26	23
<b>FRAZER</b>								
F-47.....	'47	-1 to +1	0 to 3/4	1/16	5 1/2-6	6.50 x 15	28	28
F-47-47C-485-486.....	'48	-0 to 1 1/2	0 to +3/4+++	1/16	4 1/2-5 1/2	6.50 x 15T	28	28
Series F-495, 496.....	'49	± 1 1/2	0-3/4+++	0-1/16+++	4 3/4-5 3/4k	7.10 x 15	24C	24C
Series F-495, 496.....	'50	± 1 1/2	0-3/4+++	0-1/16+++	4 3/4-5 3/4k	7.10 x 15	24C	24C
F-515 and F-516.....	'51	-1 to +1 1/2	0-3/4+++	1/16-3/8	4 3/4-5 3/4k	7.10 x 15	24C	24C

For key to abbreviations see page 152



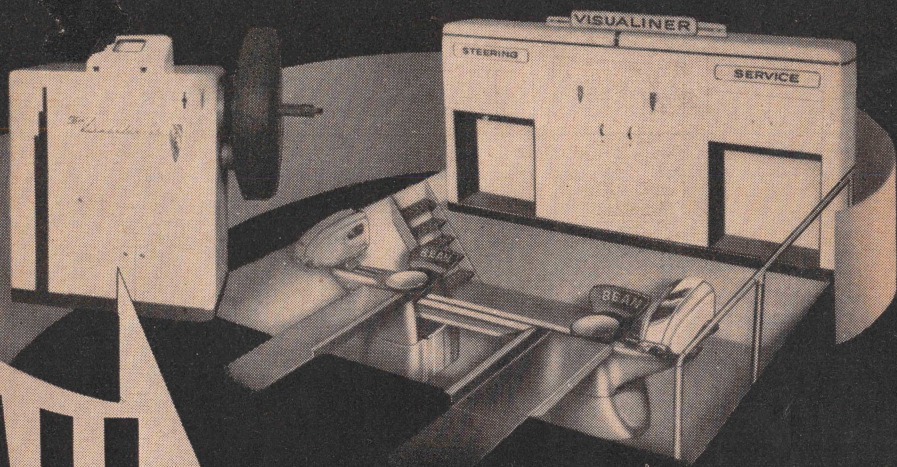
## WHEEL ALIGNMENT AND TIRES

Make and Model	Year	Caster—Degrees	Camber—Degrees	Toe-in—Inches	King Pin Inclination—Degrees	Tire Size	Pressure—Front	Pressure—Rear
<b>HENRY J</b>								
K523, K524	'52	0	$\frac{1}{4}$ -1 $\frac{1}{8}$	$\frac{3}{16}$ - $\frac{1}{4}$ †††	41 $\frac{1}{2}$	5.90 x 15	24	20
Four Cylinder	'53	0 ± 1††	0-1 $\frac{1}{8}$ ( <sup>c</sup> )	$\frac{1}{16}$	4-4 $\frac{3}{4}$	5.90 x 15	24	20
Six Cylinder	'53	0 ± 1††	0-1 $\frac{1}{8}$ ( <sup>c</sup> )	$\frac{1}{16}$	4-4 $\frac{3}{4}$	5.90 x 15	24	20
<b>HILLMAN MINX</b> (English)								
Mark III	'49	3 45'	$\frac{3}{4}$ P	$\frac{1}{8}$	8 15'	5.50 x 15	25	26
Mark IV	'50	3 45'	45H	$\frac{1}{8}$	8 15'	5.50 x 15	25	25
Mark IV	'51-'53	3 45'	45'	$\frac{1}{8}$	8 15'	5.50 x 15	25	25h
<b>HUDSON</b>								
Six—171, 172	'47	0 ± $\frac{1}{4}$	$\frac{1}{2}$ ± $\frac{1}{4}$	$\frac{1}{16}$ - $\frac{1}{8}$	3 36'	X	Y	Z
Eight—173, 174	'47	0 ± $\frac{1}{4}$	$\frac{1}{2}$ $\frac{1}{4}$	$\frac{1}{16}$ ± $\frac{1}{16}$	3 36'	X	Y	Z
Series 481, 482	'48	0 ± $\frac{1}{4}$	$\frac{1}{2}$ $\frac{1}{4}$	—	3 36'	7.10 x 15	24	24
Series 483, 484	'48	0 ± $\frac{1}{4}$	$\frac{1}{2}$ $\frac{1}{4}$	—	3 36'	7.10 x 15	24	24
Series 491, 492	'49	$\frac{1}{2}$ -1 $\frac{1}{2}$	$\frac{1}{2}$ -1 $\frac{1}{2}$	0- $\frac{1}{16}$	3 36'	7.10 x 15	24	24
Series 493, 494	'49	$\frac{1}{2}$ -1 $\frac{1}{2}$	$\frac{1}{2}$ -1 $\frac{1}{2}$	0- $\frac{1}{16}$	3 36'	7.10 x 15	24	24
Series 500-504	'50	$\frac{1}{2}$ -1 $\frac{1}{2}$	$\frac{1}{2}$ -1 $\frac{1}{2}$	0- $\frac{1}{16}$	3 36'	7.10 x 15	24	24
4A, 5A, 6A, 7A, 8A, 11A	'51	$\frac{1}{2}$ -1 $\frac{1}{2}$	$\frac{1}{2}$ -1 $\frac{1}{2}$	0- $\frac{1}{16}$	3 36'	7.10 x 15	26	24
4B, 5B, 6B, 7B, 8B	'52	$\frac{1}{2}$ -1 $\frac{1}{2}$	$\frac{1}{2}$ -1 $\frac{1}{2}$	.00-.05	3 36'	7.10 x 15	26C	24C
Jet 1C	'53	0 ± $\frac{1}{2}$	$\frac{1}{4}$ -1 $\frac{1}{4}$	0- $\frac{1}{16}$	3 28'	5.90 x 15	24	24
Super Jet 2C	'53	0 ± $\frac{1}{2}$	$\frac{1}{4}$ -1 $\frac{1}{4}$	0- $\frac{1}{16}$	3 28'	6.40 x 15	24	22
4C, 5C, 7C	'53	$\frac{1}{2}$ -1 $\frac{1}{2}$	$\frac{1}{2}$ -1 $\frac{1}{2}$	0- $\frac{1}{16}$	3 36'	7.10 x 15	26	24
<b>HUMBER</b> (English)								
Super Snipe (Mk. II)	'48	0	1	$\frac{1}{8}$	10	6.50 x 15	26	30
Hawk (Mk. III)	'49	0	0-45'H	$\frac{1}{8}$	8-15'H	5.50 x 15	26	28
Mark III	'49	0	0-45'H	.125	8 15' H	5.50 x 15	26	27
Pullman (Mk. II)	'49	0	1	$\frac{1}{8}$	10	7.00 x 16	26	32
Super Snipe (Mk. II)	'49	0	1	$\frac{1}{8}$	10	6.50 x 16	26	30
Hawk (Mk. III)	'50	0	0-45'H	$\frac{1}{8}$	8-15'H	5.50 x 15	26	28
Super Snipe (Mk. II)	'50	0	1	$\frac{1}{8}$	10	6.50 x 16	26	30
Pullman (Mk. II)	'50	0	1	$\frac{1}{8}$	10	7.00 x 16	26	32
Hawk IV	'51-'52	0	45	$\frac{1}{8}$	8 15'	6.40 x 15	20	22
Super Snipe III	'51-'52	0	1	$\frac{1}{8}$	10	6.50 x 16	24	26
Hawk V	'53	0	45	$\frac{1}{8}$	8 15'	6.40 x 15	20	22
Super Snipe IV	'53	1 5	45'	$\frac{1}{8}$	5 15'	5.50 x 15	24	26
<b>JAGUAR</b> (English)								
2 $\frac{1}{2}$ Litre. S&C. Mk. V	'49	- $\frac{3}{4}$	1 $\frac{3}{4}$ -2	$\frac{1}{8}$ - $\frac{3}{16}$	5	6.70 x 16	23	25
3 $\frac{1}{2}$ Litre. S&C. Mk. V	'49	- $\frac{3}{4}$	1 $\frac{3}{4}$ -2	$\frac{1}{8}$ - $\frac{3}{16}$	5	6.70 x 16	23	25
3 $\frac{1}{2}$ Litre. XK. 120 S.S.	'49	4 $\frac{1}{4}$ -5 $\frac{1}{4}$	1 $\frac{3}{4}$ -2	$\frac{1}{8}$ - $\frac{3}{16}$	5	6.00 x 16	25	25
2 $\frac{1}{2}$ Litre Mk. V	'52-'53	- $\frac{3}{4}$	1 $\frac{3}{4}$ -2	$\frac{1}{8}$ - $\frac{3}{16}$	5	6.70 x 16	23	25
3 $\frac{1}{2}$ Litre Mk. V	'52-'53	4 $\frac{1}{4}$ -5 $\frac{1}{4}$	1 $\frac{3}{4}$ -2	$\frac{1}{8}$ - $\frac{3}{16}$	5	6.70 x 16	23	25
3 $\frac{1}{2}$ Litre XK 120	'52-'53	4 $\frac{1}{4}$ -5 $\frac{1}{4}$	1 $\frac{3}{4}$ -2	$\frac{1}{8}$ - $\frac{3}{16}$	5	6.00 x 16	25	25
Mark VII	'52-'53	0 ± $\frac{1}{4}$	1 ± $\frac{1}{4}$	$\frac{1}{8}$ - $\frac{3}{16}$	—	6.70 x 16	25	27
<b>KAISER</b>								
K-100	'47	-1° to +1°	0° to $\frac{3}{4}$ °	$\frac{1}{16}$	5 $\frac{1}{2}$ -6	6.50 x 15	28	28
K-100-101-481-482	'48	-0 to 1††	0 to + $\frac{3}{4}$ †††	$\frac{1}{16}$	41-5 $\frac{1}{8}$	6.50 x 15T	28	28
Series K-491, 492	'49	± 1††	0- $\frac{3}{4}$ †††	0- $\frac{1}{16}$ ††	4 $\frac{3}{4}$ -5 $\frac{3}{4}$ k	7.10 x 15	24C	24C
K-491, 492	'50	± 1††	0- $\frac{3}{4}$ †††	0- $\frac{1}{16}$ ††	4 $\frac{3}{4}$ -5 $\frac{3}{4}$ k	7.10 x 15	24C	24C
K-511 and K-512	'51	1 to + 1††	0- $\frac{3}{8}$ ††	$\frac{1}{16}$ - $\frac{1}{8}$	4 $\frac{1}{4}$ -5 $\frac{1}{4}$ k	6.90 x 15	24C	24C
K521, K522	'52	1 to - 1††	0- $\frac{3}{4}$ ††	$\frac{1}{16}$ - $\frac{1}{8}$ (1 $\frac{1}{8}$ )	41-51(5)	6.70 x 15	24	24
K53	'53	0 ± 1††	0- $\frac{3}{8}$ ††	$\frac{1}{16}$ - $\frac{1}{8}$	4 $\frac{3}{4}$ -5 $\frac{1}{2}$ ( <sup>c</sup> )	6.70 x 15T	24C	25C
<b>LINCOLN</b>								
Linc. & Linc. Cont.	'47	$\frac{1}{2}$ to 6	$\frac{1}{4}$ to $\frac{3}{4}$	$\frac{1}{16}$ - $\frac{1}{8}$	4	7.00 x 15	26	26
Linc. & Linc. Cont.	'48	$\frac{1}{2}$ to 6	$\frac{1}{4}$ to $\frac{3}{4}$	$\frac{1}{16}$ - $\frac{1}{8}$	4	7.00 x 15	26	26
Linc. & Linc. Cont.	'49	(Not distributed in Canada)						
Linc. & Linc. Cont.	'50	(Not distributed in Canada)						
Linc.	'51	0-1 $\frac{1}{2}$	0- $\frac{1}{4}$	$\frac{3}{16}$ - $\frac{3}{8}$	5	8.00 x 15	26	24
Lincoln Cosmopolitan	'51	0-1 $\frac{1}{2}$	0- $\frac{1}{4}$	$\frac{3}{16}$ - $\frac{3}{8}$	5	8.20 x 15	24	24
Linc.	'52	0-1 $\frac{1}{2}$	0- $\frac{1}{4}$	$\frac{3}{16}$ - $\frac{3}{8}$	7 10'/45	8.00 x 15	26	22
Linc.	'53	0-1 $\frac{1}{2}$ ( <sup>c</sup> )	0- $\frac{1}{2}$ ( <sup>c</sup> )	$\frac{3}{16}$ - $\frac{3}{8}$	7 10'	8.00 x 15	26	22

For key to abbreviations see page 152



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# WHEEL ALIGNMENT AND TIRES

Make and Model	Year	Caster—Degrees	Camber—Degrees	Toe-in—Inches	King Pin Inclination—Degrees	Tire Size	Pressure—Front	Pressure—Rear
<b>MERCURY</b>								
114, 114X	'47	5 1/4 to 7 1/4	3/4 to 1 1/4	1 1/16-1 1/8	8	6.00 x 16	28	28
118	'47	5 1/4 to 7 1/4	3/4 to 1 1/4	1 1/16-1 1/8	8	6.50 x 15	26	26
118	'48	5 1/4 to 7 1/4	3/4 to 1 1/4	1 1/16-1 1/8	8	6.50 x 15	26	26
Mercury	'49	0 + 30'	0 + 45'	1 1/16-1 1/8	5	7.10 x 15	24	24
Mercury	'50	+1/2 to -1	0 to +3/4	3/32-5/32	5	7.10 x 15	24	24
Mercury	'51	+1/2 to -1	0 to -3/4	3/32-5/32	5	7.10 x 15	24	24
Mercury	'52	0-1 1/2	0-3/4	5/32 x 3/32	5 1/45'	7.10 x 15	23	26
Mercury	'53	0-1 1/2(4)	0-3/4(4)	5/32-5/32	5 10'	7.10 x 15	26	22
<b>METEOR</b>								
Meteor	'49	0 to -3/4	-1/4 to +3/4	1 1/16-1 1/8	5	6.00 x 16TS	28	28
Meteor	'50	+0 30' to -1	0 to +1	1 1/16-1 1/8	5 1/4	6.70 x 15	24	21
Meteor	'51	+0 30' to -1	0 to +1	1 1/16-1 1/8	5 1/4	6.70 x 15	24	21
Customline, Mainline	'52	1/2-1	0-1	1 1/16-1 1/8	5 1/45'	6.70 x 15	26	23
Mainline, Customline	'53	1/2 to -1(4)	0-1(4)	1 1/16-1 1/8	5	6.70 x 15	26	23
<b>MG (English)</b>								
T.C.	'48	5 1/2	3	3/16	7 1/2	5.00 x 19	24	26
Series Y	'49	1 ± 1/2	0	0	10	5.25 x 16	23	25
Series TD	'50	2 ± .5	1	—	9-10 1/2	5.50 x 15	18	18
Series Y	'50	2	—	—	10	5.25 x 16	25	25
Midget Series 'TD'	'51	2mg	1	0	9-10 1/2	5.50 x 15	18	18
1 1/4 Litre Series 'Y'	'51	2mg	0	0	10	5.25 x 16	25	25
Midget TD	'52 '53	2 ± 1/2	1	0	9-10 1/2	5.50 x 15	18	18
1 1/4 Litre YB	'52 '53	2 ± 1/2	0	0	10	5.25 x 16	25	25
<b>MONARCH</b>								
V-8	'47	5 1/4 to 7 1/4	3/4 to 1 1/4	1 1/16-1 1/8	8	6.50 x 15	26	26
V-8	'48	5 1/4 to 7 1/4	3/4 to 1 1/4	1 1/16-1 1/8	8	6.50 x 15	26	26
V-8	'49	0 + 30'	0 + 45'	1 1/16-1 1/8	5	7.10 x 15	24	24
V-8	'50	+1/2 to 1-1	0 to +3/4	3/16-5/32	5	7.10 x 15	24	24
V-8	'51	1/2 to 1-1	0 to 3/4	3/16-5/32	5	7.10 x 15	24	24
V-8	'52	0-1 1/2	0-3/4	5/32 x 3/32	5 1/45'	7.10 x 15	23	26
V-8	'53	0-1 1/2(4)	0-3/4(4)	5/32-5/32	5 10'	7.10 x 15	26	22
<b>MORRIS (English)</b>								
8 Series E	'48	2 1/2	2 1/2	1/8	6 1/2	4.50 x 17	24	27
10 Series M	'48	1 1/2	2 1/2	1/8	6 1/2	5.00 x 16	25	27
Minor	'48	3	Nil	5/32	8 1/2	5.00 x 14	22	22
Oxford	'48	3	Vertical	5/32	9	5.50 x 15	22	22
Oxford	'49	3	Vertical	5/32	9	5.50 x 15	22	22
Minor	'49	3	Nil	5/32	8 1/2	5.00 x 14	22	22
Six	'49	3	0	5/32	9	6.00 x 15	22	24
Minor	'50	3	Nil	5/32	8 1/2	5.00 x 14	22	22
Oxford	'50	3	Vertical	5/32	9	5.50 x 15	22	22
Six	'50	3 (m)	0 (M)	5/32	9(k)	6.00 x 15	22	24
Minor	'51	3	0	3/32	8 1/2	5.00 x 14	22	24
Oxford	'51	3	1/2	5/32	9	5.50 x 15	22	22
Six	'51	1	0	0	9 1/2	6.00 x 15	22	24
Minor	'52 '53	3	0	5/32	8 1/2	5.00 x 14	22	22
Oxford	'52 '53	3	1/2	5/32	9	5.50 x 15	22	22
Six	'52 '53	1	0	0	9 1/2	6.00 x 15	22	24
Minor Series II	'53	3	0	5/32	8 30'	5.00 x 14	22	22
<b>NASH</b>								
Series 4740	'47	1/4 to 3/4	1/4 to +3/4	1/8-3/16	7	6.00 x 16	25	25
Series 4760	'47	0 to 1/2	1/4 to +3/4	1/16-3/16	5	6.50 x 15	28	28
Series 4840	'48	1/4 to +3/4	1/4 to +3/4	1/8-3/16	7	6.40 x 15	24	24
Series 4860	'48	0 to -1/2	1/4 to +3/4	1/16-3/16	7	7.10 x 15	24	24
Series 4940	'49	0 to +1/2	-1/4 to +1/4+++	1/16-3/16	8 1/2	6.40 x 15	24	24
Series 4960	'49	0 to +1/2±	-1/4 to +1/4+++	1/16-3/16	8 1/2	7.10 x 15	24	24

For key to abbreviations see page 152



## WHEEL ALIGNMENT AND TIRES

Make and Model	Year	Caster—Degrees	Camber—Degrees	Toe-in—Inches	King Pin Inclination—Degrees	Tire Size	Pressure—Front	Pressure—Rear
<b>NASH (Continued)</b>								
Canadian Statesman.....	'50	0 to +1/2	-1/4 to +1/4††	1/8-3/16	8 1/2	6.40 x 15	24C	24C
Statesman (U.S.).....	'50	0 to +1/2	-1/4 to +1/4††	1/8-3/16	8 1/2	6.40 x 15	24C	24C
Ambassador (U.S.).....	'50	0 to +1/2	-1/4 to +1/4††	1/8-3/16	8 1/2	7.10 x 15	24C	24C
Rambler (U.S.).....	'50	3/4 to +1 1/4	-1/4 to +3/4	1/8-1/4	8 1/2	—	—	—
Canadian Statesman.....	'51	0 to +1/2	-1/4 to +1/4	1/8-3/16††	8 1/2	6.40 x 15	24C	24C
Series 5210.....	'52	3/4 x 1 1/2	1/4 x 3/4	1/8 x 3/4	8	6.40 x 15	24	24
						5.90 x 15		
Series 5240.....	'52	0-1/2	1/4 N 1/4	1/4 x 3/16	6 1/2	6.70 x 15/4	24	24
Series 5260.....	'52	0-1/2	1/4 N 1/4	1/4 x 3/16	6 1/2	7.10 x 15/4	24	24
All Statesman.....	'53	0-1/2	-1/4 to 1/4	1/16-3/16	6 30'	6.70 x 15	24	24
All Rambler.....	'53	3/4-1 1/4	1/4-3/4	1/8-1/4	8 30'	5.90 x 15	24	24
						6.40 x 15		
All Ambassador.....	'53	0-1/2	-1/4 to 1/4	1/16-3/16	6 30'	7.10 x 15	24	24
<b>OLDSMOBILE</b>								
Six.....	'47	0 to -3/4	-3/4 to +3/4	1/16-1/8	4 51'	6.50 x 16@	28	28
Eight.....	'47	0 to -3/4	-3/4 to +3/4	1/16-1/8	4 51'	6.50 x 16@	28 #	28 #
Six, 3500 (IJ).....	'48	0 to -3/4	-3/4 to +3/4	1/16-1/8	4 51'	6.50 x 16	28	28
Six, 3500 (AJ).....	'48	0 to -3/4	-3/4 to +3/4	1/16-1/8	4 51'	7.10 x 15	24	24
Eight, 3700 (IJ).....	'48	0 to -3/4	-3/4 to +3/4	1/16-1/8	4 51'	6.50 x 16	28	28
Eight, 3700 (AJ).....	'48	0 to -3/4	-3/4 to +3/4	1/16-1/8	4 51'	7.60 x 15	24	24
Series 76, 78 & 98.....	'48	(Not distributed in Canada)						
Six.....	'49	0 to -3/4	-1/4 to +3/4	1/16-1/8	4 29' 47"	7.10 x 15	24	24
Eight.....	'49	0 to -3/4	-1/4 to +3/4	1/16-1/8	4 29' 47"	7.60 x 15	24	24
Eight ("88").....	'50	0 to -3/4	-3/4 to +3/4	1/16-1/8	4 29' 47"	7.60 x 15	24	24
Six ("76").....	'50	0 to -3/4	-1/4 to +3/4	1/16-1/8	4 29' 47"	7.00 x 15	22	24
Sight ("88").....	'51	0 to -3/4	-3/4 to +3/4	1/16-1/8	4 29' 47"	7.60 x 15	24	24
Eight.....	'52	0 to -3/4	-1/4-3/4	1/16-1/8	4 55' 13"	7.60 x 15/4	24	22
All Models.....	'53	0 to -3/4	-1/4 to 3/4	1/16-1/8	4 55' 13"	7.60 x 15	24	24
<b>PACKARD</b>								
2100.....	'47	-1±1/2	0±1/4	-0 to +1/16-0	5 35'	6.50 x 15	28	28
2101 & 2111.....	'47	-2±1/2	0±1/4	-0 to +1/16-0	5 35'	6.50 x 16	30	30
2103 & 2106.....	'47	-2±1/2	0±1/4	-0 to +1/16-0	5 35'	7.00 x 16	30	30
2126.....	'47	-2±1/2	0±1/4	-0 to +1/16-0	5 35'	7.50 x 16□	30	30
2130.....	'47	-2±1/2	0±1/4	-0 to +1/16-0	5 35'	7.00 x 15□	28	28
2201, 2211.....	'48	-1±1/2	0±1/4	0 to +1/16-0	5 50'	7.60 x 15x	24	24
2202, 2232.....	'48	-1±1/2	0±1/4	0 to +1/16-0	5 50'	8.20 x 15	24	24
2206, 2233.....	'48	-2±1/2	0±1/4	0 to +1/16-0	5 50'	8.20 x 15	24	24
2301.....	'49	-1±1/2	0±1/4	0 to +1/16-0	5 50'	7.60 x 15	24	24
2302, 2332.....	'49	-1±1/2	0±1/4	0 to +1/16-0	5 50'	7.60 x 15(p)	24	24
2306, 2333.....	'49	-1±1/2	0±1/4	0 to +1/16-0	5 50'	8.20 x 15	24	24
2301.....	'50	-1±1/2	0±1/4	0 to +1/16-0	5 50'	7.60x15	24	24
2302, 2332.....	'50	-1±1/2	0±1/4	0 to +1/16-0	5 50'	7.60x15(p)	24	24
2306, 2333.....	'50	-1±1/2	0±1/4	0 to +1/16-0	5 50'	8.20 x 15	24	24
200 2401.....	'51	1±1/2	0±1/4	1/16	5 50'	7.60 x 15	24C	24C
300 2402, 400 2406.....	'51	1±1/2	0±1/4	5 50'	800 x 15	24C	24C	24C
200, 2501.....	'52	-1±1 1/2	0 to 3/4-1/4	0 to +1/16-0	5 50'	7.60 x 15	24	24
250, 2531, 300, 2502, 400, 2506.....	'52	-1±1 1/2	0 to 3/4-1/4	0 to +1/16-0	5 50'	8.00 x 15	24	24
2601, 2611.....	'53	-1±1 1/2	-1/4 to 3/4††	0-1/16	5 50'	7.60 x 15	24	24
2602, 2631, 2606.....	'53	-1±1 1/2	-1/4 to 3/4††	0-1/16	5 50	8.00 x 15	24	24
2626.....	'53	-1±1 1/2	-1/4 to 3/4††	0-1/16	5 50'	8.20 x 15	26	26
2633.....	'53	-2±1 1/2	-1/4 to 3/4††	0-1/16	2 30'	6.50 x 16	36	36
2613.....	'53	-2±1 1/2	-1/4 to 3/4††	0-1/16	2 30'	7.50 x 16	30	40
<b>PLYMOUTH</b>								
P-15.....	'47	-1 to +1*	0 to +3/4P	0-1/16	4 3/4-6	6.00 x 16	28	28
P-15.....	'48	-1 to +1*	0 to +3/4P	0-1/16	4 3/4-6	6.70 x 15	24	24
P-17, P-18.....	'49	-1 to +1	0 to 3/4††	0-1/16	4 3/4-6	6.40 x 15p	24C	24C
P-19, P-20.....	'50	-1 to +1	0 to 3/4††	0-1/16	4 3/4-6	6.40 x 15p	24C	24C

For key to abbreviations see page 152



# WHEEL ALIGNMENT AND TIRES

Make and Model	Year	Caster—Degrees	Camber—Degrees	Toe-in—Inches	King Pin Inclination—Degrees	Tire Size	Pressure—Front	Pressure—Rear
<b>PLYMOUTH (Continued)</b>								
P-22, P-23	'51	-1±1	0± $\frac{3}{8}$	0- $\frac{1}{16}$	4 $\frac{1}{4}$ -6	6.40 x 15	24	24
P22, P23	'52	0±1	0± $\frac{3}{8}$	0- $\frac{1}{16}$	5-6 $\frac{1}{2}$	6.40 x 15 6.70 x 15 7.10 x 15	24 24 24	24 24 24
P-24	'53	-1 to 1	0± $\frac{3}{8}$ (?)	0- $\frac{1}{16}$ †	3 $\frac{3}{4}$ -6	6.70 x 15	24	24

## PONTIAC

Six	'47	- $\frac{1}{2}$ to -1 $\frac{1}{8}$	+ $\frac{1}{4}$ to - $\frac{1}{4}$ ††	0- $\frac{1}{16}$	4 $\frac{3}{8}$ -4 $\frac{7}{8}$	†††	†††	†††
Eight	'47	- $\frac{1}{2}$ to -1 $\frac{1}{8}$	+ $\frac{1}{4}$ to - $\frac{1}{4}$ ††	0- $\frac{1}{16}$	4 $\frac{3}{8}$ -4 $\frac{7}{8}$	†††	†††	†††
Six 2000-2200... (1J)	'48	-0± $\frac{1}{2}$	- $\frac{1}{4}$ ± $\frac{1}{2}$	0- $\frac{1}{16}$	4 $\frac{3}{8}$ -4 $\frac{7}{8}$	6.00 x 16	28	28
Six 2000-2200... (AJ)	'48	-0± $\frac{1}{2}$	- $\frac{1}{4}$ ± $\frac{1}{2}$	0- $\frac{1}{16}$	4 $\frac{3}{8}$ -4 $\frac{7}{8}$	6.70 x 15	24	24
Six 2500... (1J)	'48	- $\frac{1}{2}$ to -1	+ $\frac{1}{4}$ to - $\frac{1}{4}$ ††	0- $\frac{1}{16}$	5	6.00 x 16	28	28
Eight 2700... (AJ)	'48	- $\frac{1}{2}$ to -1	+ $\frac{1}{4}$ to - $\frac{1}{4}$ ††	0- $\frac{1}{16}$	5	7.10 x 15	24	24
Six 2000, 2200, 2500(P)	'49	- $\frac{1}{2}$ to -1	0± $\frac{1}{4}$	0- $\frac{1}{16}$	5	7.10 x 15	24	24
Eight	'49	- $\frac{1}{2}$ to -1	0± $\frac{1}{4}$	0- $\frac{1}{16}$	5	7.10 x 15	24	24
Six 2000, 2200, 2500(P)	'50	- $\frac{3}{4}$	—	0- $\frac{1}{16}$	5 $\frac{1}{2}$	7.10 x 15	24	24
Eight-2700	'50	- $\frac{3}{4}$	—	0- $\frac{1}{16}$	5 $\frac{1}{2}$	7.10 x 15	24	24
Six, Eight	'51	- $\frac{1}{2}$ to -1	+ $\frac{1}{4}$ to - $\frac{1}{4}$	0- $\frac{1}{16}$	4 $\frac{3}{4}$ to 5 $\frac{1}{4}$	7.10 x 15 24C	24	24
Six	'52	4 $\frac{3}{4}$ -5 $\frac{1}{4}$	- $\frac{3}{4}$	0	0- $\frac{1}{16}$	7.10 x 15/4	24	24
Eight	'52	4 $\frac{3}{4}$ -5 $\frac{1}{4}$	- $\frac{3}{4}$	0	0- $\frac{1}{16}$	7.60 x 15/4	24	24
20-2200	'53	0-1	0-1	0- $\frac{1}{8}$	3 $\frac{3}{8}$ -4 $\frac{1}{8}$	6.70 x 15	24	24
2500, 2700	'53	0- $\frac{3}{4}$	$\frac{1}{2}$	0- $\frac{1}{16}$	5-5 $\frac{1}{2}$	7.10 x 15	24	24

N.B. Fleetleaders (1941-2-6-7-8) are 20 and 22 Series; Torpedo 6 & 8 (1941-2-6-7-8) are 25 and 27 Series respectively. Streamliner 6 & 8 (1941-2-6-7-8) are 26 and 28 Series respectively; Streamliner 6 & 8 (1948) not distributed in Canada.

## PREFECT (English)

Four Cylinder	'49	8 20'a	2 16'(a)	$\frac{1}{16}$ - $\frac{1}{8}$	7 6'(A)	2.00 x 16	24	24
Four Cylinder	'50	7 20'-8 20'	1 54'-2 16'	$\frac{1}{16}$ - $\frac{1}{8}$	6 54'-7 6'	5.00 x 16	24	24
Four Cylinder	'51	7 20'-8 20'	1 54'-2 16'	$\frac{1}{16}$ - $\frac{1}{8}$	6 54'-7 6'	5.00 x 16	24	24
Four Cylinder	'52	7-49	2	$\frac{1}{16}$ - $\frac{1}{8}$	7	5.00 x 16	24	24

## RILEY (English)

100 h.p 2 $\frac{1}{2}$ -Litre	'49	3		0	11	6.00 x 16	24	24
1 $\frac{1}{2}$ Litre	'46-'50	3	1	n	11	5.75 x 16	22	24
2 $\frac{1}{2}$ Litre	'47-'50	3	1	n	11	6.00 x 16	24	24
1 $\frac{1}{2}$ Litre	'51	3	1	0	11	5.75 x 16	22	24
2 $\frac{1}{2}$ Litre	'51	3	1	0	11	6.00 x 16	24	24
1 $\frac{1}{2}$ Litre	'52-'53	3	1	0	11	5.75 x 16	22	24
2 $\frac{1}{2}$ Litre	'52-'53	3	1	0	11	6.00 x 16	24	24

## ROVER (English)

75	'49	4-6	$\frac{1}{2}$ to +2	0- $\frac{1}{8}$	6-8	5.75 x 16	24m	24m
75	'50	-1±1	2±1	0- $\frac{1}{8}$	3 $\frac{1}{2}$ ±1	6.00 x 15	28	24
Land Rover	'50	3	$\frac{1}{2}$	$\frac{3}{64}$ - $\frac{3}{32}$	7	6.00 x 16	20	26
75	'51-'52-'53	-1±1	2±1	0- $\frac{1}{8}$	3 $\frac{1}{2}$ ±1	6.00 x 15	28	24
Land Rover	'51-'52-'53	3	$\frac{1}{2}$	$\frac{3}{64}$ - $\frac{3}{32}$	7	6.00 x 16	20	26

## STUDEBAKER

Champion 6G	'47	1 $\frac{1}{2}$ N	$\frac{1}{2}$	$\frac{1}{16}$ - $\frac{1}{8}$	5 $\frac{1}{2}$	5.50 x 16	28	26
Commander 14A	'47	1 $\frac{1}{2}$ N	$\frac{1}{2}$	$\frac{1}{16}$ - $\frac{1}{8}$	5 $\frac{1}{2}$	5.60 x 15	24	20
Champion 7G	'48	0 to +1	0 to 1 $\frac{1}{8}$	$\frac{1}{16}$ - $\frac{1}{8}$	5 $\frac{1}{2}$	5.50 x 15	28	26
Commander 15A	'48	0 to +1 $\frac{1}{8}$	0 to 1 $\frac{1}{8}$	$\frac{1}{16}$ - $\frac{1}{8}$	5 $\frac{1}{2}$	6.50 x 15	24	24
Champion—8-G	'49	+ $\frac{1}{2}$ to +1 $\frac{1}{2}$	0 to +1	$\frac{1}{16}$ - $\frac{1}{8}$	5 $\frac{1}{2}$	6.40 x 15	28	24
Commander—16-A	'49	-2 to -3	0 to +1	$\frac{1}{16}$ - $\frac{1}{8}$	5 $\frac{1}{2}$	6.40 x 15	26	22
Champion 9G	'50	-1 to -1S	0 to +1S	$\frac{1}{16}$ - $\frac{1}{8}$	5 $\frac{1}{4}$	6.40 x 15	26	24
Commander 17A	'50	$\frac{1}{2}$ to -2 $\frac{1}{2}$ S	0 to +1S	$\frac{1}{16}$ - $\frac{1}{8}$	5 $\frac{1}{4}$	6.40 x 15	24	20
Champion 10G	'51	-1 to -2 $\frac{1}{2}$ (s)	0 to ±1	$\frac{1}{16}$ - $\frac{1}{8}$	5 $\frac{1}{4}$	6.40 x 15	26	24
Commander V-8	'51	-1 to -2 $\frac{1}{2}$ (s)	0 to ±1	$\frac{1}{16}$ - $\frac{1}{8}$	5 $\frac{1}{4}$	7.10 x 15	26	22



## WHEEL ALIGNMENT AND TIRES

Make and Model	Year	Caster—Degrees	Camber—Degrees	Toe-in—Inches	King Pin Inclination—Degrees	Tire Size	Pressure—Front	Pressure—Rear
<b>STUDEBAKER (Continued)</b>								
12G Champion.....	'52	—1 $\frac{3}{4}$	0-1s	$\frac{1}{16}$ — $\frac{1}{8}$	6/0 cam	6.40 x 15	26H	24
3H Commander.....	'52	—1 $\frac{3}{4}$	0-1	$\frac{1}{16}$ — $\frac{1}{8}$	6/0cam	7.10 x 15	26H	22
14G.....	'53	-1to-2 $\frac{1}{2}$ S	0-1s	$\frac{1}{16}$ — $\frac{1}{8}$	5 15'	6.40 x 15	26	24
4H.....	'53	-1to-2 $\frac{1}{2}$ S	0-1s	$\frac{1}{16}$ — $\frac{1}{8}$	5 15'	7.10 x 15	26	22
<b>SUNBEAM TALBOT (English)</b>								
90.....	'50	4	1 $\frac{1}{2}$	$\frac{1}{8}$	7 $\frac{1}{2}$	5.50 x 16	24	26
90 II.....	'51-'52-'53	30	45	$\frac{1}{8}$	8 15'	5.50 x 16	22	28
<b>TRIUMPH (English)</b>								
Series TRD (1800).....	47-48	6	1-2	0	—	5.75 x 16	24	26
Series TRA.....	'49	6	1-2	0	—	5.75 x 16	24	26
Series TRA.....	'51	6	1-2	0	—	5.75 x 16	24	26
Mayflower.....	'53	0	2	0- $\frac{1}{8}$	7 1'	5.50 x 15	24	26
<b>VANGUARD (English)</b>								
Sedan & Est. car.....	'49	1	2	V	7 $\frac{1}{2}$	5.75 x 16	26	28
Sedan & Est. Car.....	'50	1	2	V	7 $\frac{1}{2}$	5.75 x 16	26	28
Sedan & Est. Car.....	'51	1	2	V	7 $\frac{1}{2}$	5.75 x 16	26	28
Standard.....	'53	1	2	0- $\frac{1}{8}$	9-9 $\frac{1}{2}$	6.00 x 16	24	26
<b>VAUXHALL LIP (English)</b>								
Velox.....	'49	9 34'	$\frac{1}{2}$	$\frac{1}{32}$ — $\frac{3}{32}$	5 25' 6"	5.25 x 16	25	30
Velox.....	'50	9 34'	$\frac{1}{2}$	$\frac{1}{32}$ — $\frac{3}{32}$	5 25' 6"	5.25 x 16	25	30
Velox.....	'51	9 34'	$\frac{1}{2}$	$\frac{1}{32}$ — $\frac{3}{32}$	5 25' 6"	5.25 x 16	25	30
Vauxhall Lip.....	'52-'53	9-34	$\frac{1}{2}$	$\frac{1}{32}$ — $\frac{3}{32}$	5 25' 6"	5.25 x 16	25	30
<b>WILLYS</b>								
CJ-2A Universal Jeep.....	'47	3	1 $\frac{1}{2}$	$\frac{3}{64}$ — $\frac{3}{32}$	7 $\frac{1}{2}$	6.00 x 16	(z)	(z)
4-63 Station Wagon.....	'47	1	1	$\frac{1}{16}$ — $\frac{1}{8}$	5	6.00 x 15	28-30	28-30
CJ-2A.....	'48	3	1 $\frac{1}{2}$	$\frac{3}{64}$ — $\frac{3}{32}$	7 $\frac{1}{2}$	6.00 x 16	26	28
4-63.....	'48	1	1 $\frac{1}{4}$ —1 $\frac{3}{4}$	$\frac{1}{16}$ — $\frac{1}{8}$	5	6.70 x 15	20	24
2-WD.....	'48	4 45'	1	$\frac{3}{64}$ — $\frac{3}{32}$	7 $\frac{1}{2}$	6.50 x 16	30	45
4-WD.....	'48	3	1 $\frac{1}{2}$	$\frac{3}{64}$ — $\frac{3}{32}$	7 $\frac{1}{2}$	7.00 x 16	30	45
6-63.....	'48	1	1 $\frac{1}{4}$ —1 $\frac{3}{4}$	$\frac{1}{16}$ — $\frac{1}{8}$	5	6.70 x 15	20	24
CJ-2A.....	'49	3	1 $\frac{1}{2}$	$\frac{3}{64}$ — $\frac{3}{32}$	7 $\frac{1}{2}$	6.00 x 16	26	28
4-63.....	'49	1	1 $\frac{1}{4}$ —1 $\frac{3}{4}$	$\frac{1}{16}$ — $\frac{1}{8}$	5	6.70 x 15	20	24
2-WD.....	'49	4 45'	1	$\frac{3}{64}$ — $\frac{3}{32}$	7 $\frac{1}{2}$	6.50 x 16	30	45
4-WD.....	'49	3	1 $\frac{1}{2}$	$\frac{3}{64}$ — $\frac{3}{32}$	7 $\frac{1}{2}$	7.00 x 16	30	45
6-63.....	'49	3	1 $\frac{1}{4}$ —1 $\frac{3}{4}$	$\frac{1}{16}$ — $\frac{1}{8}$	5	6.70 x 15	20	24
CJ-3A.....	'49	3	1 $\frac{1}{2}$	$\frac{3}{64}$ — $\frac{3}{32}$	7 $\frac{1}{2}$	6.00 x 16	26	28
4-63 Sta. Wgn.....	'50	1	1	$\frac{1}{16}$ — $\frac{1}{8}$	5	6.70 x 15	20	24
4 x 4-63 Sta. Wgn.....	'50	1	1	$\frac{1}{16}$ — $\frac{1}{8}$	5	6.50 x 15	20	24
6-73 Sta. Wgn.....	'50	1	1	$\frac{1}{16}$ — $\frac{1}{8}$	5	6.70 x 15	20	24
4-73 VJ Jeepster.....	'50	1	1 $\frac{1}{2}$	$\frac{1}{16}$ — $\frac{1}{8}$	5	6.40 x 15	24	24
6-73 VJ Jeepster.....	'50	1	1 $\frac{1}{2}$	$\frac{1}{16}$ — $\frac{1}{8}$	5	6.40 x 15	24	24
4-73 6-73.....	'51	1	1	$\frac{1}{16}$ — $\frac{1}{8}$	5	6.70 x 15	20	24
4 x 4-63 Sta. Wgn.....	'51	—	—	—	—	6.50 x 15	—	—
4-73 VJ 6-73 VJ.....	'51	—	1 $\frac{1}{2}$	$\frac{1}{4}$ — $\frac{1}{2}$	5	6.40 x 15	24	24
685, Ace & Wing.....	'52-'53	1 to —1	1 $\frac{1}{4}$ —1 $\frac{3}{4}$	$\frac{3}{32}$ — $\frac{3}{16}$	8 $\frac{1}{4}$ /cam	6.40 x 15 $\frac{1}{4}$	24	24
675, Lark.....	'52-'53	1 to —1	1 $\frac{1}{4}$ —1 $\frac{3}{4}$	$\frac{3}{32}$ — $\frac{3}{16}$	8 $\frac{1}{4}$	6.40 x 15 $\frac{1}{4}$	24	24
CJ3B Jeep.....	'53	3	1 $\frac{1}{2}$	.047-.094	7 30'	6.00 x 16	26	28
<b>WOLSELEY (English)</b>								
Four-Fifty.....	'49	—	—	0	—	5.50 x 15	26	28
Six-Eighty.....	'49	3	$\frac{1}{4}$ — $\frac{1}{2}$	—	9-9 $\frac{1}{4}$	6.00 x 15	24	26
Six-Eighty.....	'48-'50	3w	0Wo	V	9Wo	6.00 x 15	22	24
Four-Fifty.....	'48-'50	3	$\frac{1}{2}$	0	9	5.50 x 15	24	24
Four Fifty.....	'51	1	0	0	9 $\frac{1}{2}$	5.50 x 15	24	24
Six Eighty.....	'51	1	0	0	9 $\frac{1}{2}$	6.00 x 15	24	24

For key to abbreviations see page 152



## WHEEL ALIGNMENT AND TIRES

Make and Model	Year	Caster—Degrees	Camber—Degrees	Toe-in—Inches	King Pin Inclination—Degrees	Tire Size	Pressure—Front	Pressure—Rear
<b>WOLSLEY</b> (English) (Continued)								
Four-Fifty .....	'52 '53	1	0	0	9½	5.50 x 15	24	24
Six-Eighty .....	'52-'53	1	0	0	9½	6.00 x 15	24	24
<b>ZEPHYR</b> (English)								
Six .....	'52	0-14	1-30	¼-½	2 48'	6.40 x 13	28	28
Six Cylinder .....	'53	± ½	½-2	0-½	2¾-4	6.40 x 13	24	24

## ABBREVIATIONS

- a—7° 20'.  
 (a)—1° 54'.  
 @—Six-series 3500, 16x6.00; series 76, 16x6.50.  
 A—Eight-series 78, 16x6.50; series 98, 15x7.00.  
 A—C40, 15 x 7.50.  
 (A)—6° 54'.  
 b—Series 3500, 16x6.00; series 3600, 16x6.50.  
 B—Chrysler 7-pass 8.20x15.  
 C—Series 3500, 27 pounds; series 3600, 25 pounds.  
 C—Cold.  
 CW—Cold 24 #; warm 27 #.  
 (c)—2" preferred.  
 (e)—16 x 6.50 (30 pounds front and rear); 15 x 7.00 (28 pounds front and rear) depending upon model.  
 H—Plus or minus 15'.  
 (p)—Series 2332, 15x8.20.  
 P—Plus ¼" preferred (no passenger load).  
 Pa—Plus or minus ½".  
 (P)—Series 2000, 2200, caster 30'±30'; camber 30'±30'; toe-in: 0-½; king pin inclination 4°±30'; tires 15x6.70.  
 (P)—Packard 2232, 15x7.00 used only on body styles 2279, 2271, 2276, 2277, and 2279. 16x7.00, 6-ply, used on 2250, 2251, 16x7.50, 6-ply, used on 2213.  
 s—½" greater camber favored on driver's side.  
 (s)—Maximum ¾".  
 (S)—Special shape.  
 S—Permissible variation between size ¾".  
 T—Also 15 x 7.10 (24 pounds pressure).  
 (t)—15 x 8.20.  
 (T)—15 x 6.70.  
 TS—16 x 6.00, 28 pounds front and rear.  
 V—Parallel.  
 w—3° to chassis no. 3747 RHD, 6550 LHD; 1° after.  
 Wo—0° to chassis no. 4429 RHD, 6689 LHD., then 1° to chassis 5571 RHD, 6821 LHD., then 0° when telescopic front dampers fitted.  
 W—In winter inflate two pounds higher.  
 x—Torpedo 6, 4¼"; Deluxe 5½, 6".  
 (x)—D34, 7 pass. sedan 8.20x15. D35, 6.40x15, D36, 6.70x15.  
 X—Series 51, 53—16x6.00; series 52, 54—15x6.50.  
 v—Series 2600, 2800—16x6.50.  
 h—Station wagon 28 #.  
 k—5½" preferred.  
 (k)—9° to no. 2958 RHD, 5858 LHD., then 8° to no. 7958 RHD, 6064 LHD., then 9½" when telescopic front dampers fitted.  
 K—Models 60S, 61, 62—15x7.00; model 75—16x7.50.  
 m—Maximum.  
 mg—Plus or minus 5°.  
 (m)—3° to chassis number 790 RHD, 5516 LHD., 1° after.  
 M—Below zero 10.  
 (M)—0° to 2958 RHD, 5858 LHD., then 1° to no. 7958 RHD, 6064 LHD., then 0° when telescopic front dampers fitted.  
 N—Normal.  
 o—Service limit, new car spec. ¼" to ¾".  
 p—P-18, 15x6.70; P-17, 15x6.40.  
 Y—16x6.00—26 pounds cold, 29 pounds hot.  
 15x6.50—26 pounds cold, 29 pounds hot.  
 z—Series 2500—28 pounds.  
 (z)—CJ-2A. Universal Jeep—front and rear; full pay load 28-30 pounds. Ordinary service 20-22 pounds, farm work 18-20 pounds.  
 Z—16x6.00—30 pounds cold, 33 pounds hot.  
 15x6.50—30 pounds cold, 33 pounds hot.  
 \*—Non-adjustable.  
 \*\*—At ¾" camber.  
 †—D24 seven passenger sedan—16x6.50, 28 lbs. pressure, front and rear.  
 ††—Series 61, 62, 60S. Series 75 passenger car—24 and 32 75 commercial, depends on body.  
 †††—Series 2500, 2700, 2800, 6.50x16; 28 pounds front and rear. Series 2000, 2200—6.00x16; 26 front, 28 rear.  
 ‡—With wegee board.  
 ‡‡—Zero preferred.  
 ‡‡‡—¼" preferred.  
 ∅—After series 6423870, 5421704, 8430644, 3421275—positive ½ to negative ½".  
 §—¾" desired.  
 §§—½" preferred.  
 □—Six ply.  
 #—Oldsmobile eight, series 98, front and rear tire pressure 24 pounds.  
 \$—After serial numbers 4276053, 4276102, 4276243 caster is 2° to 3°.  
 §§—With ½" more on the left side of car.  
 (1)—Half load, rear tire pressure 20.  
 (2)—Camber on left side should be ¼" to ½" higher than right side within these limits.  
 (3)—Maximum variation ¾".  
 (4)—Maximum variation ¼".



## FAN BELT REPLACEMENT SPECIFICATIONS

(by make of car and part number)

Make and Model	Part No.	Year	Atlas Dominion Dunlop Firestone B.F. Goodrich Mintex Sunoco	Goodyear Gutta-Percha Raybestos
<b>AUSTIN</b> (English)				
A-40 Devon Dorset.....	2H-4908	1947-51	41	282
A-40 Somerset.....	2H-4908	1953	41	282
A-125, A-135.....	—	1948	125	92
A-125, A-135.....	—	1949-51	2450	180
A-125, A-135.....	—	1953	5L450	180
A-70, A-90.....	2H-4238	1953	5L460	180
8 H.P.....	—	1947	2420	286
10 H.P.....	—	1947	2440	286
12 H.P.....	—	1947	86	18
25 Cwt. Van.....	—	1948	2460	180
<b>BUICK</b>				
44, 45, Special, Super.....	1319958	1942-8	145	—
46, 47, 49, Century, Road Master, Limited.....	1319975	1942-8	154	61
40-50.....	1319958	1949	145	—
70.....	1319975	1949	154	61
40-50.....	1338301	1950	125	92
70.....	1338339	1950	127	—
40-43-50.....	1342431	1951-2	179	406
40, 43, 50.....	1342431	1953	179	406
<b>CADILLAC</b>				
60S, 61, 62, 63, 67, 75, V-8, Part 1435852, Gen.....	—	1942-48	80	20
60S, 61, 62, 75, V-8, Part 1444605, Fan.....	—	1946-48	107	—
60S, 61, 62, 75, V-8, Part 1435852, Gen.....	—	1946-48	80	20
All Models.....	1455114	1949-53	181	403
<b>CHEVROLET</b>				
Fleetline 10, Master DeLuxe 12.....	838282	1946-47	86	18
All Models.....	838282	1948-52	86	18
	3680776			
All Models.....	3703634	1953	45	402
<b>CHRYSLER</b>				
C38-S, C38-W, 6 Cyl. Windsor, Royal.....	1117625	1946-47	133	60
C39-N, C39-K, 8 Cyl. Saratoga, New Yorker.....	1117625	1946-47	133	60
Windsor, Royal 6 Cyl.....	1117625	1948	133	60
Saratoga, New Yorker 8 Cyl.....	1117625	1948	133	60
Crown Imperial 8 Cyl.....	1117603	1948	133	60
6 Cyl.....	1117603	1949	133	60
8 Cyl.....	1117603	1949	133	60
6 Cyl.....	1117603	1950	133	60
8 Cyl.....	1117603	1950	133	60
All 6 Cyl.....	1319430	1951-52	82	450
C53 V-8, Fan & W.P.....	1329403	1952	43	407
Gen.....	1330036	1952	50	401
C55 V-8, Fan & W.P.....	1401622	1952	43	407
Gen.....	1401624		45	402
C55 V-8, With Hydro-guide Steering Fan & W.P.....	1401623	1952	*183	—
Gen.....	1401625		*184	—
C56, C58 V-8 without power steering—Fan.....	1401622	1953	43	407
Gen.....	1533624	1953	184	—
C56 V-8 with power steering—Fan.....	1401622	1953	43	407
Gen.....	1401625	1953	184	—
C58 V-8 with power steering—Fan.....	1401622	1953	43	407
Gen.....	1533994	1953	184	—
C59 V-8 Fan.....	1401622	1953	43	407
All 6 Cyl. Fan & Gen.....	1319430	1953	82	450
<b>CONSUL</b>				
All.....	EOTA-8620B	1953	5L320	†
<b>DESOTO</b>				
DeLuxe 6, S-11-S, Custom 6, S-11-C.....	1117603	1946-47	133	60
All Models 6 Cyl.....	1117625	1948-9	133	60
All Models 6 Cyl.....	1117603	1950	133	60
All Models 6 Cyl.....	1319430	1951	82	450
S17 V-8, Fan & W.P.....	1401622	1952	43	407
Gen.....	1401624		45	402

\*Indicates dual drive.

†Goodyear—FB32, Gutta Percha and Raybestos—2320.



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(by make of car and part number)

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<b>DE SOTO</b> —Continued				
S17	V-8, With Hydro-guide Steering Fan & W.P.	1952	*183	—
	Gen.		*184	—
All 6 Cyl.	Fan & Gen.	1953	82	450
	V-8, Fan.	1953	43	407
	Gen.	1953	45	402
<b>DODGE</b>				
D-24-C, D-25-S, D-25-C	6 Cyl.	1946-47	133	60
All Models	6 Cyl.	1948-9	133	60
All Models	6 Cyl.	1950	133	60
All Models	6 Cyl.	1951-52	82	450
All 6 Cyl.	Fan & Gen.	1953	186	—
<b>FORD</b>				
51A	V-8, 97 H.P. DeLuxe	1946-47	87	19
	and Super DeLuxe	1946-47	177	96
	V-8 All	1948	87	19
	Gen.		51	76
	V-8 All	1949	87	19
	Gen.		51	76
	V-8 All	1950-52	45	402
	Gen.		44	408
	Automatic Transmission	1952	45	402
	without automatic transmission—Fan	1953	45	402
	Gen.	1953	44	408
	with automatic transmission	1953	45	402
<b>FRAZER</b>				
All Models		1946-48	50	401
All Models		1949-52	50	401
<b>HENRY J</b>				
4 Cyl.		1951-2	121	110
6 Cyl.		1951-2	137	38
Four Cylinder	Fan & Gen.	1953	121	110
Six Cylinder	Fan & Gen.	1953	48	—
<b>HILLMAN</b> (English)				
Minx—without heater		1948	2450	286
with heater		1948	176	448
Minx—All Models	Fan	1949	2380	192
	Gen.	1949	2260	289
Minx—All Models	Fan & Gen.	1950-52	2430	286
All Models		1953	5L430	286
<b>HUDSON</b>				
6 Cyl. Super 51, Commodore 52		1946-47	125	92
8 Cyl. Super 53, Commodore 54		1946-47	125	92
All Canadian		1948-51	100	—
Super Jet		1953	43	407
All other Models	Fan & Gen.	1953	100	—
<b>JAGUAR</b> (English)				
1½ litre.		1948-49	99	12
Mark 5 3-1/2 litre.	C-531	1950-51	99	12
	C-2240	1950-53	137	38
Mark VII	C-2240	1952	137	38
<b>KAISER</b>				
All Models		1946-48	50	401
All Models		1949-50	50	401
All Models		1951	45	402
All Models	Fan & Gen.	1953	45	402



## FAN BELT REPLACEMENT SPECIFICATIONS

(by make of car and part number)

Make and Model	Part No.	Year	Atlas Dominion Dunlop Firestone B.F. Goodrich Mintex Sunoco	Goodyear Gutta-Percha Raybestos
<b>LINCOLN</b>				
V-12, Part 96H-8620A1 Continental	—	1946-47	51	76
All Models	96H-8620A	1949-50	51	76
All Models (U.S.A.)	Left Gen. and W.P. 8EL-8620-C Right Fan and W.P. 8EL-5877B	1951	54	409
51A, 59A, V-8, 100 H.P. Mercury	Fan 21A-8577A	1946-47	45	402
All	W.P. 78-8620C	1946-47	87	19
All	Fan 21A-8577A	1948	177	96
All	Gen. 78-8620C		87	19
All	Fan 21A-8577A	1949	177	96
All	Gen. 78-8620C		87	19
All	Gen. 7RA-8620C		51	76
Automatic Transmission	Fan 8BA-8577	1950-52	45	402
All Models	Gen. 8BA-8620B	1952	44	408
	EAD-8620B	1953	45	402
			184	—
<b>MERCURY</b>				
All Models without Automatic Transmission—Fan	8BA-8577	1953	45	402
Gen.	8BA-8620B	1953	44	408
All Models with Automatic Transmission—Fan	8HA-8620A	1953	45	402
<b>METEOR</b>				
All	Fan 21A-8577A	1948	87	19
All	Gen. 78-8620C		177	96
All	Fan 21A-8577A	1949	87	19
All	Gen. 7RA-8620C		51	76
Automatic Transmission	Fan 8BA-8577			
All Models without Automatic Transmission—Fan	Gen. 8BA-8620A	1950-52	45	402
Gen.	8BA-8620B	1952	44	408
Mainline with Automatic Transmission—Fan	8BA-8577	1953	45	402
Customline with Automatic Transmission—Fan	8BA-8620B	1953	44	408
	EAB-8577A	1953	45	402
	8HA-8620A	1953	45	402
<b>M.G. (English)</b>				
All Models	M862-339, 17262	1948-52	142	67
All Models	17262	1953	142	67
<b>MONARCH</b>				
C59A V-8, 100 H.P.	Fan 21A-8577A	1946-47	87	19
All	W.P. 78-8620C	1946-47	177	96
All	Gen. & W.P. 78-8620C	1948	177	96
All	Fan 21A-8577A		87	19
All	Gen. & W.P. 7RA-8620C	1949	51	26
All	Fan 21A-8577A		87	19
Automatic Transmission	Gen. & W.P. 8BA-8620B	1950-2	44	408
All Models without Automatic Transmission—Fan	Fan 8BA-8577		45	402
Gen.	8HA-8620A	1953	45	402
All Models with Automatic Transmission—Fan	8BA-8577	1953	45	402
	8BA-8620B	1953	44	408
	8HA-8620A	1953	45	402
<b>MORRIS (English)</b>				
Eight	X20533	1940-8	63	7
Minor	X31370	1948-50	2280	289
Minor	X31666	1951-52	57	—
Minor	X31666	1953	187	—
Oxford	162228	1949-53	2330	288
Six Van	17262	1948-52	63	7
Ten	17262	1948-52	142	67
<b>NASH</b>				
Ambassador 600, 46-47-4840	3106470	1946-8	100	—
Ambassador 6, 46-47-4860	3106470	1946-8	100	—
600	3129067	1949-50	108	108
Ambassador 6	3129067	1949-50	108	108
Rambler 51-10	3129656	1951	45	402



## FAN BELT REPLACEMENT SPECIFICATIONS

(by make of car and part number)

Make and Model	Part No.	Year	Atlas Dominion Dunlop Firestone B.F. Goodrich Mintex Sunoco	Goodyear Gutta-Percha Raybestos
<b>NASH—Continued</b>				
Statesman 51-40.....	3130016	1951	45	402
Ambassador 51-60.....	3130016	1951	45	402
Rambler 52-10.....	3133855	1952-53	43	407
Statesman 52-40.....	3129656	1952	45	402
Ambassador 52-60.....	3133855	1952-53	43	407
Statesman.....	3136799	1953	45	402
<b>OLDSMOBILE</b>				
35, 36 "Six".....	408064	1946-47	171	254
38, 39 "Eight".....	408064	1946-47	171	254
All except 98 Series.....	Fan and Gen. 555065	1948	171	254
98 Series.....	Fan and Gen. 419800	1948	99	12
6 Cyl.....	Fan and Gen. 419800	1949-50	99	12
8 Cyl. (Prior to June 15/49).....	Fan 555989	1949-50	78	70
8 Cyl. (After June 15/49).....	Fan 557746	1949-50	43	407
8 Cyl.—3700 Series.....	Gen. 555969	1949-50	42	404
	Fan 557746	1951	43	407
	Gen. 559999	1951	45	402
36 Series.....	Fan 561422	1952	182	—
30 and 36 Series.....	56/422	1953	182	—
<b>PACKARD</b>				
2100, 2101, 2111, Part 320517.....	—	1946-47	133	60
2103, 2106, 2126, Super and Custom Part 351106.....	—	1946-47	154	61
Eight, Super Eight.....	320517	1948-50	133	60
Custom Eight.....	395959	1948-50	174	—
2401-2-6.....	419886	1951-52	45	402
All 24, 25, and 26 Series.....	419886	1953	45	402
<b>PLYMOUTH</b>				
P15S, P15C 6 Cyl., DeLuxe & Spec. DeLuxe.....	1117625	1946-47	133	60
DeLuxe.....	1117603	1948	133	60
Special DeLuxe.....	1117603	1948	133	60
All Models.....	1117603	1949	133	60
All Models.....	1117603	1950	133	60
All 6 Cyl.....	1319430	1951-52	82	450
All Models.....	1533121	1953	186	—
<b>PONTIAC</b>				
20, 22 "Six" (116" W.B.).....	500064	1946-47	171	254
25 "Six" (119" W.B.).....	500064	1946-47	171	254
25, 26 "Six" (U.S.A.).....	500064	1946-47	171	254
28 "Eight" (U.S.A.).....	500064	1946-47	171	254
All Models.....	500064	1948	171	254
20, 22 "Six".....	511312	1949-52	97	32
25, 27 All Models.....	511312	1949-52	97	32
All Models.....	511312	1953	97	32
<b>RENAULT (French)</b>				
All.....	—	1946-50	63	—
<b>RILEY (English)</b>				
1-1/2 litre.....	—	1946-50	127	—
2-1/2 litre.....	Fan and Gen. S-464	1951	171	254
<b>ROVER (English)</b>				
10-12 H.P.....	—	1946-7	86	18
14-16 H.P.....	—	1946-7	99	12
All.....	218576	1949-51	2390	177
All Models.....	218576	1953	5L390	177
<b>SINGER (English)</b>				
All.....	—	1949-50	121	110



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(by make of car and part number)

Make and Model	Part No.	Year	Atlas Dominion Dunlop Firestone B.F. Goodrich Mintex Sunoco	Goodyear Gutta-Percha Raybestos
<b>STANDARD</b> (English)				
8, 12, 16 H.P.	—	1946-48	2390	177
9, 10 H.P.	48-76	1946-48	99	12
8, 12, 14 H.P.	37694	1949-50	97	32
All	58924	1951-52	2390	177
<b>STUDEBAKER</b>				
Champion "6", 5C, Part 196911	—	1946	95	—
Champion, Part 518461	—	1947	47	370
Commander, Part 518067	—	1947	108	108
Commander "6"	518067	1948-50	108	108
Champion "6"	518461	1948-52	47	370
Commander V-8, Land Cruiser V-8	529374	1951-52	54	409
Champion	518461	1953	47	370
Commander	529374	1953	54	409
<b>SUNBEAM</b> (English)				
10 H.P.	—	1934-50	2460	180
All	P87106	1953	5L460	180
<b>TRIUMPH</b> (English)				
Saloon	46510	1946-50	99	12
Roadster	46510	1946-50	99	12
Mayflower	200203	1951	87	19
Mayflower	200203	1953	87	19
<b>VANGUARD</b> (English)				
All Models	58924	1948-51	2390	177
All	58924	1953	137	38
<b>VAUXHALL</b> (English)				
Velox	7074658	1948-51	53	—
<b>WILLYS</b>				
Jeep, Station Wagon	634010	1946-7	83	—
Universal, Jeep, 4 cyl.	634010	1948-9	83	—
Station Wagon, 4 cyl.	634010	1948-9	83	—
Station Wagon, 6 cyl.	634010	1948-9	83	—
Universal Jeep, 4 cyl.	634010	1950	83	—
Jeepster, 4 cyl.	634010	1950-51	83	—
Station Wagon, 4 cyl.	634010	1950-51	83	—
	647630			
Station Wagon, 6 cyl.	647626	1950-51	87	19
Station Sedan, 6 cyl.	634010	1953	83	—
Universal Jeep 4 Cyl.	647630	1953	83	—
Jeepster, Station Wagon—4 Cyl.	647626	1953	87	19
Station Wagon, Aero Wing—6 Cyl.				
<b>WOLSELEY</b> (English)				
All	17262	1948-51	63	—



## COOLING AND LUBRICATION

Make and Model	Year	Cooling System—W.H. Capacity, Imp. Qts.	Lower Radiator Hose— Diameter and Length	Upper Radiator Hose— Diameter and Length	Fan Belt Type and Size	Crankcase Capacity— Imp. Qts.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Transmission Oil Capacity—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Rear Axle Oil Capacity—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter
<b>ANGLIA (English)</b>														
Four Cylinder	'49	6	—	—	—	2	30	20	2	140	140	1	140	140
Four Cylinder	'50	6	—	—	V-41	2	30	10	1P	EP90	EP80	1P	EP140	EP90
Four Cylinder	'51	6	—	—	V-41	2	30	10	1P	EP90	EP80	1P	EP140	EP90
Four Cylinder	'52	12P	—	—	V-41	4P	30	10	1P	80	75	1.5P	EP80	EP80
<b>AUSTIN (English)</b>														
A-40	'48	12½	—	—	ET	7½P	30	10W	2½P	50	30	2¾	EP140	EP90
A-40 Dev & Dor.	'49	6¼	1¼x11½	1¼x9½	V127x34"	7½P	30	40	2½P	90	40	2¾	EP140	EP90
A-40 Dev & Dor.	'50	6¼	1¼x11½	1¼x9½	V-127x34	7½P	30	20	2½P	90	40	2¾	EP40	EP90
A-125 Sheerline	'51	28	—	—	V	16	30	20(A)	6½	40	30	3	Hy90	Hy80
A-90 Atlantic	'51	19	—	—	V	12	30	20(A)	3	40	30	2½	Hy140	Hy90
A-70 Hereford	'51	19	—	—	V	12	30	20(A)	3	40	30	2½	Hy140	Hy90
A-40 Devon	'51	12	—	—	V	7	30	20(A)	2	40	30	2½	Hy140	Hy90
A-40 Somerset	'52	6.25	1½x13½	1½x9½	V127-34	3.5	30	20	3P	40	30	2½	Hy140	Hy90
A-70 Hereford	'52	9.75	1½x13½	1½x14½	V150	6.00	30	20	3P	40	30	2½	Hy140	Hy90
A-70 Hereford	'53	9.5	1½x14½	1½x13½	V 3' 10"	5½	30	20(A)	3P	40	20(A)	2½P	EP140	EP90(C)
A-40 Somerset	'53	6	1x13½	1x9½	V 2' 11"	3½	30	20(A)	3P	40	20	2½P	EP140	EP90(C)
A-30	'53	4¼	1x15½	1x8½	V 2' 9"	3	30	20(A)	2½P	30	10	1½P	90EP	80Hy
<b>BUICK</b>														
Series 40	'47	11	1½x6E	1½x6E	V	4¾	20	10W	1¾	EP90	EP80	3	Hy90	Hy80
Series 50	'47	11	1½x6E	1½x6E	V	4¾	20	10W	1¾	EP90	EP80	3	Hy90	Hy80
Series 70	'47	14	1½x6E	1½x6E	V	6	20	10W	2½	EP90	EP80	3	Hy90	Hy80
Series 40, 50, 70	'48	(Not distributed in Canada)												
Series 40, 50, 70	'49	(Not distributed in Canada)												
Series 40, 50, 70	'50	(Not distributed in Canada)												
Series 40 Custom	'51	10	1.5625E	1.5625E	V	4.6—††	††	1¾	—	—	4	GM4655M		
Series 50, 70	'51	(Not distributed in Canada)												
Series 40, 50	'52	13½B	E1.562	E1.562	(f)	5.5	20W	20W††	1.75P	90M	90M	3P	HY90	HY90
Series 70	'52	19½B	E1.562	E1.562	(f)	7.0	20W	20W††	—	—	—	3P	HY90	HY90
Series 40	'53	11¼(C)	1.562E	1.562E	U44x.38	4.5	20W	†††	1.5P(C)	Hy 90	Hy 80	3.75	80	80
Series 50	'53	15(C)	1.562E	1.562E	V53.5x.38	5	20W	†††	2P(C)	Hy 90	Hy 80	3.75	80	80
Series 70	'53	16¼(C)	1.562E	1.562E	U53.5x.38	5	20W	†††	16¾P(C)	(C)	(C)	3.75	80	80
<b>CADILLAC</b>														
V-8	'47	20¾	2x8½	1¼xX	V-34½x11¼	5¾	20	10W	3.3½	EP90	EP90	4½	EP90	EP90
V-8	'48	(Not distributed in Canada)												
V-8	'49	(Not distributed in Canada)												
V-8	'50	(Not distributed in Canada)												
V-8	'51	(Not distributed in Canada)												
All Models	'52	19	M1¾x8½	M1¾x8½	V57x3.8x40"	5	20W	20W††	3¾P	HY90	HY90	5P	HY90	HY9
All Models	'53	17¼	1¾x8½	1¾x8½	V57x.380	4¾	20W	†††	3P	Hy 90	Hy 80	4¾	Hy 90	Hy 80
<b>CHEVROLET</b>														
Six	'47	12½	1½x4½	1¼x6¾	A	4¼	20	10W	1¼	90	80	2¾	—	—
Six	'48	12½	1½x4½	1¼x6¾	A	4¼	20	10W	1¼	90	80	3½	Hy90	Hy80
Six	'49	11½	1½x3½(x)	1¼x6¾	V-42½x11½	4½	20	10W	1¼P	90	90	3 P	Hy90	Hy90
Six	'50	11½	1½x16½	1¼x6¾	V-42½x11½	4½	20	10W	1¼P	90	90	3½P	Hy90	Hy90
Six	'51	13¼	1½x16½	M1¼x6¾M	V-42½x11½	4½	††	††	1¼P	90	90	2½P	Hy90	Hy90
All Models	'52	15	M1¾x16½	M1¼x6¾	V42½x11½	5	20W	20W††	1¾P	90M	90	3½P	HY90	HY90
Conventional	'53	13¼	1½x16½	1¼x6¾	V42½x11½	4¾	20	†††	1¾P	Hy 90	Hy 80	3	Hy 80	Hy 80
Powerglide	'53	13¼	(C)	1¼x6¾	V42½x11½	4¾	20	†††	15P	Hy 90	Hy 80	3	Hy 80	Hy 80
<b>CHRYSLER</b>														
Six C-38W, C-38S	'47	15	1½x(cd)	1¾x6¾	V-18½x3¾	4	20	10W	2½	90#	80#	2¾	Hy80	Hy80
Eight C-39, C-40	'47	22	1¾x(cb)	1¾x6½	V-18x3¾	5	20	10W	2½	90#	80#	3	Hy90	Hy80
C-38W, C-38S	'48	15	1½x(cd)	1¾x6¾	V-18½x3¾	4	20	10W	2½	90#	80#	2¾	Hy80	Hy80
C-39, C-40	'48	22	1¾x(cb)	1¾x6½	V-18x3¾	5	20	10W	2½	90#	80#	3	Hy90	Hy80
Six C-45	'49	13.6	(C)	1¾(F)	V18½x3¾	4	30	10W	2½AR	80	80	3¼	Hy90	Hy80(X)
Eight C-46, C-47	'49	17.5	(cb)	1¾(F)	V18x3¾	5	30	10W	2½P	10W	10W	3½	Hy90	Hy80
Six	'50	13.6	1½x3½	1¾F	V-18½x3¾	4	30	10W	2½P	80	80	3¼	Hy90	Hy80(x)



## COOLING AND LUBRICATION

Make and Model	Year	Cooling System—W.H. Capacity, Imp. Qts.	Lower Radiator Hose—Diameter and Length	Upper Radiator Hose—Diameter and Length	Fan Belt Type and Size	Crankcase Capacity—Imp. Qts.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Transmission Oil Capacity—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Rear Axle Oil Capacity—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter
<b>CHRYSLER (Continued)</b>														
Eight.....	'50	17.5	1 3/4 (cb)	1 3/4 F	V-18x3 3/4	5	30	10W	2 1/2 P	10W	10W	3 1/2	Hy90	Hy80
C51.....	'51	13	1 1/2	1 3/4	V-16x11 3/8	4	30	10W	2 1/4 P	10W	10W	3 1/4	Hy90	Hy80
C51.....	'52	13.6	1 3/2	1 3/4	V3 8x49	4	30	10W	2 1/2 P	10W	10W	3.3	Hy90	Hy80
C55.....	'52	20.8	1 3/2	1 3/4	—	4	30	10W	2 1/2 P	10W	10W	3.3	Hy90	Hy80
C-60.....	'53	13.6	F	F	V49x3 3/8	4	30	10W	3 P	10W	10W	3.3	90	80
C-56 V-8.....	'53	20.8	F	F	V38x3 3/8	4	30	10W	3 P	10W	10W	3.6	90	80
<b>CONSUL (English)</b>														
Four Cylinder.....	'52	16P	—	—	V	6.5P	30	10	2P	80	75	1.8P80	80	80
Four Cylinder.....	'53	8.188	—	—	V32x3 3/8	3 1/4	20	10	2P	80EP	80EP	2P	90 Hy	80 Hy
<b>CROSLEY</b>														
CC (Up to 41547).....	'47	4U	1 1/16x16 1/2	1 1/16x11 3/8	V34 34x.719	2	30	20	1 1/2	90	90	1	Hy90	Hy90
CC, CD to 106039.....	'48	4U	1 1/16x16 1/2	1 1/16x11 3/8	V34 34x.719	2	30	20	1 1/2	90	90	1	Hy90	Hy90
CD (After 106039).....	'49	4U	1 1/16x16 1/2	1 1/16x11 3/8	V34 34x.719	2	30	20	1 1/2	90	90	1	Hy90	Hy90
Crosley.....	'50	4U	1 1/16x17	1 1/16x12 3/4	V34 34x.719	2	30	20c	1P	90	90	1 1/2	Hy90	Hy90
(All models).....	'51	4U	1 1/16x17	1 1/16x12 3/4	V34 34x.719	2U	30(c)	90	90	90	—	—	—	—
All Models.....	'52	4U	(M)	(M)	V34x719x34°	2U	30(c)	(c)	1P	90	90	1.5	Hy90	Hy90
<b>DE SOTO</b>														
S-11.....	'47	15	1 1/2x(cd)	1 3/4x6 3/4	V-18 1/2x3 3/4	4	20	10W	2 1/2	10W	10W	2 3/4	Hy90	Hy80
S-11.....	'48	15	1 1/2x(cd)	1 3/4x6 3/4	V-18 1/2x3 3/4	4	20	10W	2 1/2	10W	10W	2 3/4	Hy90	Hy80
S-13 Custom.....	'49	13.6	C	1 3/4(f)	18 1/2x3 3/4	4	30	10W	2 1/2 P	10W	10W	2 3/4	Hy90	Hy80
S14.....	'50	13.6	—	1 3/4 F	18 1/2x3 3/4	4	30	10W	2 1/2 P	10W	10W	2 3/4	Hy90	Hy80
S15.....	'51	12	1 1/2	1 3/4	V-18x49	4	30	10W	2 1/2	10W	10W	3 1/4	Hy90	Hy80
S15.....	'52	13.6	1 1/2	1 3/4	V3 8x49	4	30	10W	2 1/2 P	10W	10W	3.3	Hy90	Hy80
S17.....	'52	13.6	1 1/2	1 3/4	V-18x49	4	30	10W	2 1/2 P	10W	10W	3.3	Hy90	Hy80
S18.....	'53	13.6	F	F	V49x3 3/8	4	30	10W	3 P	10W	10W	3.3	90	80
S-16 V-8.....	'53	18.4	F	F	V37 1/2x3 3/8	4	30	10W	3 P	10W	10W	3.6	90	80
<b>DODGE</b>														
D-25.....	'47	14	1 1/2x(C)	1 3/4x6	V-18 1/2x3 3/4	4	20	10W	2 1/2	90	80	2 3/4	Hy90	Hy80
D-24.....	'47	14	1 1/2x(C)	1 3/4x6	V-18 1/2x3 3/4	4	20	10W	2 1/2	90	80	2 3/4 r	Hy90	Hy80
D-25.....	'48	14	1 1/2x(C)	1 3/4x6	V-18 1/2x3 3/4	4	20	10W	2 1/2	90	80	2 3/4	Hy90	Hy80
D-24.....	'48	14	1 1/2x(C)	1 3/4x6	V-18 1/2x3 3/4	4	20	10W	2 1/2	90	80	2 3/4 r	Hy90	Hy80
D-30.....	'49	12	C	1 3/4(f)	V-18 1/2x3 3/4	4	30	10W	2 3/4	80	80	3 1/4 (s)	Hy90	Hy80
D31, D32.....	'49	12	C	1 3/4(f)	V-18 1/2x3 3/4	4	30	10W	2 3/4	80	80	3 1/4	Hy90	Hy80
D34-D35-D36.....	'50	12	1 1/2x3 1/2	1 3/4 F	V-18 1/2x3 3/4	4	30	10W	2 3/4	80	80	3 1/4	Hy90	Hy80
D39, D40, D42.....	'51	12	1 1/2	1 3/4	V-3 8x49	4	30	10W	2 1/2	10W	10W	3 1/4	Hy90	Hy80
D39-D40-D42.....	'52	12	1 1/2	1 3/4	V-3 8x49	4	30	10W	2 1/2 P	80	10W	3.3	Hy90	Hy80
D-43.....	'53	12	F	F	V49x3 3/8	4	30	10W	2.8P	90	80	3.3	90	80
D-44 V8.....	'53	16	F	F	V63 3/4x3 3/8	4	30	10W	3P	10W	10W	3.3	90	80
<b>FORD</b>														
DeL. & Sup. DeL.....	'47	17	1 3/4x5 3/4	1 3/4x18 3/8	V-36 33x5 1/4	9 1/2	30	20	2.75	EP90	EP80	2.1	EP140	EP90
DeL. & Sup DeL.....	'48	17	1 3/4x5 3/4	1 3/4x18 3/8	V-36 33x5 1/4	9 1/2	30	20	2.75	EP90	EP80	2.1	EP140	EP90
V-8.....	'49	17	1 3/4x6	1 1/4 E	V	4 5/8	30	20	2.75	EP	EP	3	EP90	EP80
V-8.....	'50	19	1.75x6	1 1/4x14 1/2	V-41.8x.38	7P	30	20W	3.00	EP	EP	2.90	EP90	EP90
V-8.....	'51	19	1.75x6	1 1/4x14 1/2	V-41.8x.38	7P	30	20W	3.00	EP	EP	2.90	EP90	EP90
Main Customline.....	'52	19P	1.75x16.5	1.25x8.75	W	7P	30	10	2.5P	EP	EP	2.90	EP80	EP80
Main Customline.....	'53	18.5	1 3/4x5.48	1 1/4x10.42 (°)W	W	3 1/2	30	10	2.5P	EP80	EP75	2.9	Hy 80	Hy 80
<b>FRAZER</b>														
F-47.....	'47	15	1 1/2	1 1/2	W-42	5U	20	10W	2 1/2	90	80	3	Hy90	80W
F-47, 47C, 485, 486.....	'48	15U	1 1/2x2 3/8	1 1/2x10 3/8	V45 43x3 3/8	5U	20	10W	2.5	90	80	3	Hy90	Hy80
F-495, 496.....	'49	(aa)	2 5/8x1 1/2	1 1/2x7 1/2	V43 43 1/2x3 3/8	(bb)	20	10W	2.5+++90	90	80	3	EP90	EP80
F-495, 496.....	'50	(aa)	2 5/8x1 1/2	1 1/2x7 1/2	V43 43 1/2x3 3/8	(bb)	20	10W	2.5+++90	90	80	3	EP90	EP90
F-515 & F-516.....	'51	11.1	1 1/2	1 1/2	W	8.3	20	10/10W	2.5+++90	90	80	3	Hy90	Hy80



## COOLING AND LUBRICATION

Make and Model	Year	Cooling System—W.H. Capacity, Imp. Qts.	Lower Radiator Hose—Diameter and Length	Upper Radiator Hose—Diameter and Length	Fan Belt Type and Size	Crankcase Capacity—Imp. Qts.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Transmission Oil Capacity—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Rear Axle Oil Capacity—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter
<b>HENRY J</b>														
K523, Vaga, Cor.....	'52	9	1½(M)	1½(M)	V44.50x.6875	3½	30	10W	1¼	90	80	2	90	90
K524, Vaga, Cors r.....	'52	7½	1½(M)	1½(M)	V37.50x.6875	4	30	10W	1¼	90	80	2	90	90
Six Cylinder.....	'53	8	(M)	(M)	V37½x11½	4	20W	+++	2(q)	90	80	3	90	80
Four Cylinder.....	'53	9¼	(M)	(M)	V44½x11½	3¼	20W	+++	2(q)	90	80	3	90	80
<b>HILLMAN MINX (English)</b>														
Mark III.....	'49	8	8½x1¼	2x9	—	3½	30	20	2P	30	20	1½P	EP140	EP90
Mark IV.....	'50	5¼	—	—	V	3½	30	20	1q	30	30	1½P	EP140	EP80
Mark IV.....	'51-'53	5.125	4.875x1.25	9.00x1.25	V-37.73x.656	3.5	40	10	1.75	30	20	1.75	—	—
<b>HUDSON</b>														
Six-171, 172.....	'47	10¾	1½x8½	1½x10	V-44½x11½	4½	30	20W	2½	EP90	EP80	2¾	EP90	EP90
Eight-173, 174.....	'47	15	1½x10	1½x7¾	V-44½x11½	7	30	20W	2½	EP90	EP80	2¾	EP90	EP90
Series 481, 482.....	'48	15	1½x4±1½	—	V-41.5x.790	6	30	10W	2	EP90	EP80	3½	Hy90	Hy90
Series 483, 484.....	'48	15	1½x4±1½	—	V-41.5x.790	6	30	10W	2	EP90	EP80	3½	Hy90	Hy90
Series 491, 492.....	'49	16	1½x4	1½x13½	V41.5x.790	6	30	10W	2	EP90	EP80	3½	Hy90	Hy90
Series 493, 494.....	'49	14¼	1½x4	1½x13½	V41.5x.790	6	30	10W	2	EP90	EP80	3½	Hy90	Hy90
Series 500-1-2.....	'50	15½	1½x4	1½x13½	V-41.5 Ox.790	6	30	10W	2	EP90	EP80	3½	Hy90	Hy90
Series 503, 504.....	'50	15¼	1½x4	1½x13½	V-41.5 Ox.790	6	30	10W	2	EP90	EP80	3½	Hy90	Hy90
4-5-6-7-8-11-A.....	'51	15¼	1½x4	1½x12.504	V41.37x.790	6	30	10W	2	EP90	EP80	3½	Hy90	Hy90
Six.....	'52	15¼	1.625x4	1.500x12½	41.37	6	30	10W	2	EP90	EP80	3½	Hy90	Hy90
Eight.....	'52	15¼	1.625x4	1.500x12½	40.873	6	30	10W	2	EP90	EP80	3½	Hy90	Hy90
1C, 2C.....	'53	13¾	1.63x10.75	1.5x13.5	39.2x4.06	4½	30	10W	1½	90EP	80EP	2½	Hy 90	Hy 90
4C, 5C, 7C.....	'53	16¼	1½x4	1½x12.5	41.37x.79	6½	30	10W	2	90EP	80EP	3	Hy 90	Hy 90
<b>HUMBER (English)</b>														
Sup. Snipe Mk. II.....	'48	—	—	—	V	7	30	20	5P	30	30	4P	EP140	EP140
Mark III.....	'49	8.25	—	—	—	—	30	20	—	30	20	—	Hy90	Hy90
Hawk (Mk. III).....	'49	8.5	—	—	V	5	30	20	2P	30	30	1½P	EP90	EP90
Sup. Snipe Mk. II.....	'49	—	—	—	V	7	30	20	5P	30	30	4P	EP140	EP140
Pullman Mk. II.....	'49	—	—	—	V	7	30	20	5P	30	30	4P	EP140	EP140
Hawk (Mk. III).....	'50	8.5	—	—	V	5	30	20	2P	30	30	1½P	EP90	EP90
Sup. Snipe Mk. II.....	'50	—	—	—	V	7	30	20	5P	30	30	4P	EP140	EP140
Pullman Mk. II.....	'50	—	—	—	V	7	30	20	5P	30	30	4P	EP140	EP140
Hawk IV.....	'51-'52	10	6.75x1.345	8.19x1.345	V46.3x.5	5	40	10	1.75P	30	20h	1.75P	—	—
Super Snipe III.....	'51-'52	15½	3.00x1.75	11.00x1.75	V49.5x.5	4	40	10	5P	30	20h	1.75P	—	—
Hawk V.....	'53	10	6.75x1.345	8.19x1.345	V46.3x.5	5	40	10	1.75P	30	20h	1.75P	—	—
Super Snipe IV.....	'53	16	—	—	V44.4x.5	7.5	40	10	5P	30	20W	4P	90EP	80EP
<b>JAGUAR (English)</b>														
1½ Litre. Sal.....	'46-'48	10	—	—	(M)	6	30	20	2P	30	30	2½P	90	90
2½ Litre. S&C.....	'46-'48	14	—	—	(M)	10	30	20	2½P	30	30	3P	90	90
3½ Litre. S&C.....	'46-'48	13	—	—	(M)	10	30	20	2½P	30	30	3P	90	90
2½ Litre. Mk. V.....	'49	14	—	—	(M)	10	30	20	2½P	30	30	3½P	90	90
3½ Litre. Mk. V.....	'49	13	—	—	(M)	10	30	20	2½P	30	30	3½P	90	90
3½ Litre. KX.120.....	'49	13	—	—	D	12.5	30	20	2½P	30	30	3½P	90	90
2½ Litre. Mk. V.....	'53	14	—	—	(M)	10	30	20	2½P	30	30	3½P	90	90
3½ Litre. Mk. V.....	'53	13	—	—	(M)	10	30	20	2½P	30	30	3½P	90	90
3½ Litre. XK120.....	'53	11	—	—	D	12.5	30	20	2½P	30	30	3½P	90	90
Mark VII.....	'52-'53	11	M	M	V	12	30	20	2½P	30	20	3½P	HY90	HY90
<b>KAISER</b>														
K-100.....	'47	15U@	—	1½x1½	W-42	5U	20	10W	2½	90	80W	3	Hy90	Hy80W
K-100-101-481-482-48	'48	15U@	1½x2½	1½x10½	W45.43x½	5U	20	10W	2.5	90	80	3	Hy90	Hy80
Series K.491, 492.....	'49	(aa)	2½x1½	1½x7½	V43.43½x½	(bb)	20	10W	2.5+++90	80	3	EP90	EP80	EP80
K-491, 492.....	'50	(aa)	2½x1½	1½x7½	V43.43½x½	(bb)	20	10W	2.5+++90	80	3	EP90	EP80	EP80
K-511 and K-512.....	'51	1½	1½M	1½M	W	8.3P	20+++10+++	2.5+++90	80	3	90	80	3	90
K521, K522.....	'52	10U	1½(M)	1½(M)	W41x½	4U	20	20W+++2½	90	80	3	HY90	HY80	80
K53.....	'53	10(*)	(M)	(M)	W41x½	4	20	+++	1½(7)	90	80	3½	90	80



## COOLING AND LUBRICATION

Make and Model	Year	Cooling System—W.H. Capacity, Imp. Qts.	Lower Radiator Hose—Diameter and Length	Upper Radiator Hose—Diameter and Length	Fan Belt Type and Size	Crankcase Capacity—Imp. Qts.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Transmission Oil Capacity—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Rear Axle Oil Capacity—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter
<b>LINCOLN</b>														
Lincoln & Line. Cont.'47	21	1 1/2 x 10 3/4	1 3/4 x 6	V-55 x 1 1/8	9	30	10W	2 1/2	90		80	3 1/2	Hy90	Hy90
Lincoln & Line. Cont.'48	21	1 1/2 x 10 3/4	1 3/4 x 6	V-55 x 1 1/8	9	30	10W	2 1/2	90		80	3 1/2	Hy90	Hy90
Lincoln & Line. Cont.'49		(Not distributed in Canada)												
Lincoln & Line. Cont.'50		(Not distributed in Canada)												
Lincoln & Line. Cos.'51	28	1 3/4 x 5 1/2 x 10 3/4	1 3/4 x 7 L	8.1R	5 1/2	††	††	10	"A"		"A"	3.3	90m	90m
Lincoln.....'52	19P	2.0x10.06	1.75x8.13	W	8P	20	10	18P	A		A	3.30	90	90
Lincoln.....'53	19	2x10.69	1 3/4 x 8.93	W	4	20	10	18P	A		A	3.3	Hy 90	Hy 90
<b>MERCURY</b>														
114, 114X & 118.....'47	17	1 3/4 x 5 3/4	1 3/4 x 18 1/2	V-36x33x 3 1/4	9 1/2	30	20	2.75	EP90		EP80	2.1	EP140	EP90
114, 114X & 118.....'48	17	1 3/4 x 5 3/4	1 3/4 x 18 1/2	V-36x33x 3 1/4	9 1/2	30	20	2.75	EP90		EP80	2.1	EP140	EP90
Mercury.....'49	17	1 3/4 x 5 3/4	1.27E	V	4 1/2	30	20	2.75	EP90		EP80	2.75	EP90	EP80
Mercury.....'50	19	1 3/4 x 5 3/4	1 1/4 x 15.1	V-41.8x.38	7P	30	20W	3 3/2	EP80		EP80	2.5	EP90	EP90
Mercury.....'51	19	1 3/4 x 5 3/4	1 1/4 x 15.1	V-41.8x.38	7P	30	20W	3 1/2	EP80		EP80	2.5	EP90	EP80
Mercury.....'52	19P	1.75x5.69	1.25x13.2	W	7P	30	10	2.5P	EP80		EP75	2.90	EP90	EP90
Mercury.....'53	18	1 3/4 x 5.69	1 1/4 x 13.13	W	3 1/2	30	10	2.5P	EP80		EP75	2.9	Hy 80	Hy 80
<b>METEOR</b>														
Meteor.....'49	17	1 3/4 x 6	1 1/4 E		4 1/2	30	20	2.75	90		80	3	EP90	EP80
Meteor.....'50	19	1 3/4 x 6	1 1/4 x 14 1/2	V-41.8x.38	7P	30	20W	3.00	EP80		EP80	2.90	EP90	EP90
Meteor.....'51	19	1 3/4 x 6	1 1/4 x 14 1/2	V-41.8x.38	7P	30	20W	3.00	EP80		EP90	2.9	EP90	EP90
Cust. Mainline.....'52	19P	1.75x16.5	1.25x8.75	W	7P	30	10	2.5P	EP80		EP75	2.90	EP80	EP80
Main Customline.....'53	18.5	1 3/4 x 5.48	1 1/4 x 10.42(*)	W	3 1/2	30	10	2.5P	EP80		EP75	2.9	Hy 80	Hy 80
<b>MG (English)</b>														
Series TD.....'50	6	1 1/2 x 2 1/4	2 1/2 x 4	V-32x.625	4 1/2	30	20R	1 1/4 P	140m		80	2 1/2 P	Hy90	Hy80
Series Y.....'50	6 3/4	1 1/2 x 2 1/4	2 1/2 x 4	V-32x.625	4 1/2	30	20R	1 1/4 P	140m		80	1 1/2 P	Hy140	Hy80
Midget Series TD.....'51	6	1 1/2 x 2 1/4	2 1/2 x 4	V-625x32°	4 1/2	30	20	1 1/4 P	Hy90		Hy80	2 1/2 P	Hy90	Hy80
1 1/4 Litre Series Y.....'51	6 3/4	1 1/2 x 2 1/4	2 1/2 x 4	V-625x32°	4 1/2	30	20	1 1/4 P	Hy90		Hy80	1 1/2 P	140	—
Midget TD.....'52-'53	6	1 1/2 x 2 1/4	2 1/2 x 4	V-625x32°	5 1/4	30	20	1 1/4 P	Hy90		Hy80	2 1/2 P	Hy90	Hy80
1 1/4 Litre YB.....'52-'53	6 3/4	1 1/2 x 2 1/4	2 1/2 x 4	V-625x32°	5 1/4	30	20	1 1/4 P	Hy90		Hy80	2 1/2 P	Hy90	Hy80
<b>MONARCH</b>														
Monarch.....'47	17	1 3/4 x 5 3/4	1 3/4 x 18 1/2	V-36x33x 3 1/4	9 1/2	30	20	2.75	EP90		EP80	2.1	EP140	EP90
Monarch.....'48	17	1 3/4 x 5 3/4	1 3/4 x 18 1/2	V-36x33x 3 1/4	9 1/2	30	20	2.75	EP90		EP80	2.1	EP140	EP90
Monarch.....'49	17	1 3/4 x 5 3/4	1.27E	V	4 1/2	30	20	2.75	EP90		EP80	2.75	EP90	EP80
V-8.....'50	19	1 3/4 x 5 3/4	1 1/4 x 15.1	V-41.8x.38	3 1/2	30	20	3.00	EP80		EP80	2.5	EP90	EP90
V-8.....'51	19	1 3/4 x 5 3/4	1 1/4 x 15.1	V-41.8x.38	3 1/2	30	20	3.00	EP80		EP90	2.5	EP90	EP90
V-8.....'52	19P	1.75x5.69	1.25x13.2	W	7P	30	10	2.5P	EP80		EP75	2.9	EP80	EP80
V-8.....'53	18	1 3/4 x 5.69	1 1/4 x 13.18	W	3 1/2	30	10	2.5P	EP80		EP75	2.9	Hy 80	Hy 80
<b>MORRIS (English)</b>														
Minor.....'48	6 3/4	1 1/2 x 3	1 1/2 x 4 3/4	V-625x32	3 1/4	30	20R	1 1/2 P	90Hy		80Hy	1 1/2 P	90Hy	80Hy
Oxford.....'48	8 1/4	1 1/2 x 3 3/8	1 1/2 x 3 3/8	V-625x32	4 3/4	30	20R	2P	90Hy		80Hy	2P	90Hy	80Hy
Minor.....'49	6 3/4	1 1/2 x 3	1 1/2 x 4 3/4	V-625x32	3 1/4	30	20R	1 1/2 P	90Hy		80Hy	1 1/2 P	90Hy	80Hy
Oxford.....'49	8 1/4	1 1/2 x 3 3/8	1 1/2 x 3 3/8	V-625x32	4 3/4	30	20R	2P	90Hy		80Hy	2P	90Hy	80Hy
Six.....'49	10	1 1/2 x 2	1 1/2 x 6 1/2	V-625x30	5	30	20R	2P	90Hy		80Hy	2 1/2 P	90Hy	80Hy
Minor.....'50	6 3/4	1 1/2 x 3	1 1/2 x 4 3/4	V-625x32	3 1/4	30	20R	1 1/2 P	90Hy		80Hy	1 1/2 P	90Hy	80Hy
Oxford.....'50	8 1/4	1 1/2 x 3 3/8	1 1/2 x 3 3/8	V-625x32	4 3/4	30	20R	2P	90Hy		80Hy	2P	90Hy	80Hy
Six.....'50	10	1 1/2 x 2	1 1/2 x 6 1/2	V-625x30	5	30	20R	2P	90Hy		80Hy	2 1/2 P	90Hy	80Hy
Minor.....'51	6 3/4	(S)	1 1/2 x 3 3/2	V-625x32	3 1/4	30	20M	1 1/2 P	Hy90		Hy80	1 1/2 P	90Hy	80Hy
Oxford.....'51	8 1/4	1 1/2 x 3 3/8	1 1/2 x 3 3/8	V-625x32	4 3/4	30	20M	2P	Hy90		Hy80	2P	90Hy	80Hy
Six.....'51	10	1 1/2 x 2	1 1/2 x 6 1/2	V-625x32	5	30	20M	2P	Hy90		Hy80	2P	90Hy	80Hy
Minor.....'52-'53	6 3/4	(S)	1 1/2 x 3 3/2	V-625x32	3 1/4	30	20R	1 1/2 P	Hy90		Hy80	1 1/2 P	Hy90	Hy80
Morris Oxford.....'52-'53	8 1/4	1 1/2 x 3 3/8	1 1/2 x 3 3/8	V-625x32	4 3/4	30	20R	2P	Hy90		Hy80	2P	Hy90	Hy80
Morris Six.....'52-'53	10	1 1/2 x 2	1 1/2 x 6 1/2	V-625x32	5	30	20R	2P	Hy90		Hy80	2 1/2 P	Hy90	Hy80
Minor Series II.....'53	4 3/8	—	—	—	3 3/8	30	20	2 1/4 P	(*)30		20	Hy 1 1/2 P	90EP	80EP



## COOLING AND LUBRICATION

Make and Model	Year	Cooling System—W.H. Capacity, Imp. Qts.	Lower Radiator Hose—Diameter and Length	Upper Radiator Hose—Diameter and Length	Fan Belt Type and Size	Crankcase Capacity—Imp. Qts.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Transmission Oil Capacity—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Rear Axle Oil Capacity—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter
<b>NASH</b>														
Series 4640	'47	11½	1½x3½(x)	1½x7¾	41½ <sub>16</sub> x25 <sub>16</sub>	4¼	30	10W	2.7(y) 70	50	3	Hy90	Hy90	
Series 4660	'47	14	1½x3½(x)	1½x7¾	42½ <sub>16</sub> x25 <sub>16</sub>	5	30	10W	3½(z) 70	50	3	Hy90	Hy90	
Series 4840	'48	13	1½x4(x)	1½x7½	V-3¼	4	20	10W	1.7P 70(S)	50(S)	—	Hy90	Hy80	
Series 4860	'48	15	1½x4(x)	1½x7½	V-3¼	5	20	10W	— 70(S)	50(S)	—	Hy90	Hy80	
Series 4940	'49	14U	1½x3¾(x)	1½x7¾	V-41½ <sub>16</sub> x25 <sub>16</sub>	5U	20	10W	2¼PV90	80	3PU	Hy90	Hy80	
Series 4960	'49	17U	1½x3¾(x)	1½x7¾	V-42 <sub>16</sub> x25 <sub>16</sub>	7U	20	10W	2¼PU90	80	4PU	Hy90	Hy80	
Cdn. Statesman	'50	12½	—	—	V	4	20	10W	1¼P 90	80	2½P	Hy90	Hy80	
Statesman (U.S.)	'50	12½	—	—	V	4	20	10W	2P 90	80	2.5P	Hy90	Hy80	
Ambassador (U.S.)	'50	15	—	—	V	5	20	10W	2P 90	80	3.3P	Hy90	Hy80	
Rambler (U.S.)	'50	10	—	—	V	4	20	10W	1¼P 90	80	2½P	Hy90	Hy80	
Can. Statesman	'51	12½ (M)	—	1½F	V-41.75x3½	4	20	10W	1¼P 90	80	2½P	Hy90	Hy80	
Series 5210	'52	11 1/12 (M)	—	(M)	V40½x13 3/7x38°	5U	20	10W	1¼PU 90	80	3PU	Hy90	Hy80	
Series 5240	'52	15 (M)	—	(M)	V40½x13 3/7x38°	5U	20	10W	2¼PU 90	80	3PU	Hy90	Hy80	
Series 5260	'52	18 (M)	—	(M)	V40½x13 3/7x38°	6U	20	10W	2¼PU 90	80	4PU	Hy90	Hy80	
All Statesman	'53	12½ (M)	—	(M)	V41.535x13½x40°	3	20	10	1.9P(10)90	80	2.5	Hy 90	Hy 90	
All Rambler	'53	10 (M)	—	(M)	—	3	20	10	1¼(11)90	80	2.5	Hy 90	Hy 90	
All Ambassador	'53	15 (M)	—	(M)	—	5	20	10	1.9(12)90	80	3.3	Hy 90	Hy 90	

## OLDSMOBILE

Six	'47	15	1½x13½	1½x10½	V-32x44½	4	20	10W	2	90	80	2½	Hyp90	Hyp80
Eight	'47	17	1½x14	1½x10½	V-32x44½	5	20	10W	2	90	80	2½	Hyp90	Hyp80
Six	'48	15	1½x13½	1½x10½	V-32x44½	4	20	10W	2	90	80	2½	Hyp90	Hyp80
Eight	'48	17	1½x14	1½x10½	V-32x44½	5	20	10W	2	90	80	2½	Hyp90	Hyp80
Six	'49	15½	1½x14½	1½x8½	V43½x49½	4½	20	10W	2P	90	90	3½P	Hyp90	Hyp80
Eight	'49	18	1½x13½	1½x9½	V39½x11½	4½	20	10W	18P	HM	HM	3½P	Hyp90	Hyp80
Eight ("88")	'50	18	1½x13½	1½x9½	V-39x3½	4½	20	10W	3P	90	90	3½P	Hyp90	Hyp80
Six ("76")	'50	15½	1½x14½	1½x8½	V-43½x49½	4½	20	10W	2P	90	90	3½P	Hyp90	Hyp80
Eight ("88")	'51	16½	1½x12.84	1½x9.00	V-39x3½	4½	††	††	1½P	80	80	3½	P90	90
Eight	'52	21½	(M)	(M)	V57½x38x36°	5	20W	20W††	2P	90M	90M	3½P	90M	90M
Deluxe 88, 98	'53	18½	1½x14.5	1½x11.8	V57½x38.38	4½	20W	†††	1¾	Hy 90	Hy 80	4	80	80
Super 88	'53	18½	1½x14.5	1½x11.8	V57½x38.38	4½	20W	†††	1¾(13)	Hy 90	Hy 80	4	80	80

## PACKARD

2100 & 2130	'47	14	1½x3¾	1½x12½	49 ¼x¾x42°7	30	10	2WO	140	90	4	Hy90	Hy90	
2101 & 2111	'47	17	1½x3¾	1½x12½	49 ¼x¾x42°7 ½	30	10	2WO	140	90	4	Hy90	Hy90	
2103, 2106 & 2126	'47	20	1½x3¾	1½x11½	52 ¼x1x42°	30	10	2WO	140	90	6¾	Hy90	Hy90	
2201, 2211	'48	18U	12¼x1¾	3½x1¾	V48.6x¾x40°	6	20t	10	2	140S	90S	1¼	140S	90S
2202, 2232 (a)	'48	20U	12¼x1¾	3½x1¾	V48.6x¾x40°	6	20t	10	2	140S	90S	1¼	140S	90S
2206, 2233 (b)	'48	20U	11½x1¾	3½x1¾	V53x1x42°	7	20t	10	2	140S	90S	1¼	140S	90S
2301	'49	17U	1½x3¾	(a)	V48.9x¾x40°	6	20t	10W	2P	90	90	4P	90S	90S
2302, 2332	'49	17U	1½x3¾	(a)	V48.9x¾x40°	6	20t	10W	2P	90	90	4P	90S	90S
2306, 2333	'49	17U	1½x3¾	(a)	V52.9x1x42°	6	20	10W	2P	90	90	4P	90S	90S
2301	'50	17U	1½x3¾	(a)	V48.9x¾x40°	6	20t	10W	2P	90	90	4P	90S	90S
2302, 2332	'50	17U	1½x3¾	(a)	V48.9x¾x40°	6	20t	10W	2P	90	90	4P	90S	90S
2306, 2333	'50	17U	1½x3¾	(a)	V-52.9x1x42°	6	20	10W	2P	90	90	4P	90S	90S
All Models	'51	16.6 (M)	(M)	(M)	V-41.2x.375	6	20	10W	1¾P	90	80	4P	Hy90	Hy80
200, 2501, 250														
2531, 300, 2502	'52	16.6 (M)	(M)	(M)	V41.2x.375	6	20	10	2P	90	80	4P	Hy90	Hy80
400, 2506	'52	16.6 (M)	(M)	(M)	V41.2x.375	6	20	10	—	—	—	4P	Hy90	Hy80
2601, 2611, 2602	'53	15.9 (M)	(M)	(M)	V41.2x.375	6	20	10W	2P	90	80	3P	Hy 90	Hy 80
2626, 2633, 2631	'53	15.9 (M)	(M)	(M)	V41.2x.375	6	20	10W	2P	90	80	3P	Hy 90	Hy 80
2606	'53	15.9 (M)	(M)	(M)	V41.2x.375	6	20	10W	19P	(4)	(4)	3P	Hy 90	Hy 80
2613	'53	15.9 (M)	(M)	(M)	V41.2x.375	6	20	10W	2P	90	80	5P	Hy 90	Hy 80

## PLYMOUTH

P-15	'47	14	1½x(C)	1½x6	V-18½x3¾	4	20	10W	2½	90	80	2¾	Hy90	Hy80
P-15	'48	14	1½x(C)	1½x6	V-18½x3¾	4	20	10W	2½	90	80	2¾	Hy90	Hy80
P-17, P-18	'49	12	p	1¾(F)	V-18½x3¾	4	30	10W	2¾	80	80	3¼	Hy90	Hy80
P19-P20	'50	12	1½x3½	1½x5½	V-18½x3¾	4	30	10W	2¾	80	80	3¼	Hy90	Hy80

For key to abbreviations see page 165



## COOLING AND LUBRICATION

Make and Model	Year	Cooling System—W.H. Capacity, Imp. Qts.	Lower Radiator Hose—Diameter and Length	Upper Radiator Hose—Diameter and Length	Fan Belt Type and Size	Crankcase Capacity—Imp. Qts.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Transmission Oil Capacity—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Rear Axle Oil Capacity—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter
<b>PLYMOUTH (Continued)</b>														
P-22, P-23	'51	12	1 1/2	1 3/4	V-3 6x49	4	30	10W	2 1/3	10W	10W	3 1/4	Hy90	Hy80
P22-P23	'52	12	1 1/2	1 3/4	V3 6x49	4	30	10W	2 3/8P	80	10W	3.3	Hy90	Hy80
P 24	'53	12	F	F	V49x3 3/8	4	30	10W	2.8P	90	80	3.3	90	80
<b>PONTIAC</b>														
Six	'47	15	16 1/2x1 1/2	13 1/2x1 3/4	490	4 1/4	20	10W	1 1/4	90	80	2 3/4	EP90	EP80
Eight	'47	16 1/4	16 1/2x1 1/2	8 1/2x1 3/4	490	4 1/4	20	10W	1 1/2	90	80	2 3/4	EP90	EP80
Six	'48	15	16 1/2x1 1/2	13 1/2x1 3/4	490	4 1/4	20	10W	1 1/4	90	80	2 3/4	EP90	EP80
Eight	'48	16 1/4	16 1/2x1 1/2	8 1/2x1 3/4	490	4 1/4	20	10W	1 1/2	90	80	2 3/4	EP90	EP80
Six 2000, 2200, 2500 '49	'49	15 3/8	13 1/4x1 3/4	13 1/4x1 3/4	V-40 1 1/2x25 3/8	4 1/4	20	10W	1 1/2P	80-90	80-90	2 3/4	Hy90	Hy90
Eight	'49	16 3/8	13 1/4x1 3/4	13 1/4x1 3/4	V-40 1 1/2x25 3/8	4 1/4	20	10W	1 1/2P	80-90	80-90	2 3/4	Hy90	Hy90
Six 2000, 2200, 2500 '50	'50	15	13 1/4x1 3/4	13 1/4x1 3/4	40 1 1/2x25 3/8	4 1/4	20	10W	1 1/2P	80-90	80-90	3 1/4P	Hy90	Hy90
Eight-2700	'50	16 3/8	13 1/4x1 3/4	13 1/4x1 3/4	40 1 1/2x25 3/8	4 1/4	20	10W	1 1/2P	80-90	80-90	3 1/4P	Hy90	Hy90
Six	'51	18.31	13 1/4x1 3/4	13 1/4x1 3/4	V-41 1 1/2x.78W 4 1/6	—	—	—	1 1/2P	EP80 or 90	90	3 1/4P	Hy90	Hy90
Eight	'51	19.53	13 1/4x1 3/4	13 1/4x1 3/4	V-41 1 1/2x.78W 4 1/6	—	—	—	1 1/2P	EP80 or 90	90	3 1/4P	Hy90	Hy90
Six	'52	18.3	(M)	(M)	V40x25/32x32 5	20W	10W	10W	1 3/4P	EP80 or 90	90	3 1/4P	EP90	EP90
Eight	'52	19.5	(M)	(M)	V40x25/32x32 5	20W	10W	10W	1 3/4P	EP80 or 90	90	3 1/4P	EP90	EP90
20-2200 Series	'53	13 1/4	—	—	V40x25 3/8	4 1/4	20W	+++	1 1/2P	Hy 90	Hy 80	2 3/4	80	80
2500 Series	'53	16 3/4	1 3/4x1 3/4	1 3/4x1 3/4	V40x25 3/8	4 1/4	20W	+++	1 1/2P	Hy 90	Hy 80	2 3/4	80	80
2700 Series	'53	17 3/4	1 3/4x1 3/4	1 3/4x1 3/4	V40x25 3/8	4 1/4	20W	+++	1 1/2P	Hy 90	Hy 80	2 3/4	80	80
2000 Powerglide	'53	13 3/4	—	—	V40x25 3/8	4 1/4	20W	+++	15P(4)	(4)	(4)	2 3/4	80	80
2500 Hydramatic	'53	16 3/4	1 3/4x1 3/4	1 3/4x1 3/4	V40x25 3/8	4 1/4	20W	+++	18 1/4P(4)	(4)	(4)	2 3/4	80	80
2700 Hydramatic	'53	17 3/4	1 3/4x1 3/4	1 3/4x1 3/4	V40x25 3/8	4 1/4	20W	+++	18 1/4P(4)	(4)	(4)	2 3/4	80	80
N.B. Fleetleaders (1941-2-6-7-8) are 20 and 22 Series; Torpedo 6 & 8 (1941-2-6-7-8) are 25 and 27 Series respectively. Streamliner 6 & 8 (1941-2-6-7-8) are 26 and 28 Series respectively; Streamliner 6 & 8 (1948) not distributed in Canada.														
<b>PREFECT (English)</b>														
Four Cylinder	'49	6	—	E	—	2	30	20	2	140	140	1	140	140
Four Cylinder	'50	6	E	E	V-41	2	30	10	1P	EP90	EP80	1P	EP140	EP90
Four Cylinder	'51	6	E	E	V-41	2	30	10	1P	EP90	EP80	1P	EP140	EP90
Four Cylinder	'52	12	—	—	V-41	4	30	10	1	EP80	EP75	1 1/2P	EP80	EP80
<b>RILEY (English)</b>														
1/2 Litre	'46-'50	6.5	1 1/4x2 3/8	(M)	V	5	30	20R	2P	140	80	2 1/2P	140	80
1/2 Litre	'47-'50	10.5	1 1/4x2 3/8	(M)	V	7	30	20R	2P	140	80	4P	140	80
1/2 Litre	'51	6.5	1 1/4x2 3/8	(M)	V	5	30	20R	2P	140	80	2 3/4P	140	80
1/2 Litre	'51	10.5	1 1/4x2 3/8	(M)	V	7	30	20R	2 1/2P	140	80	4P	140	80
1 1/2 Litre	'52-'53	6.5	1 1/4x2 3/8	(M)	V	5	30	20R	2P	140	80	2 1/2P	140	80
2 1/2 Litre	'52-'53	10.5	1 1/4x2 3/8	(M)	V	7	30	20R	2 1/2P	140	80	4P	140	80
<b>ROVER (English)</b>														
75	'49	12	1 1/2(m)	1 1/2x4 1/2	V	8	30	20	2a	50	—	3P	90	80
75	'50	10 1/2	1 1/4ID(M)	1 1/4ID(M)	V-12ID	7 1/2	30	10	3 1/2P	50	80	2 1/2P	90	80
Land Rover	'50	8 1/2	1 1/4ID(M)	1 1/4ID(M)	V-12ID	5	30	10	7	50	80	3P	90	80
75	'51-'53	10 1/2	1 1/4ID(M)	1 1/4ID(M)	V-12ID	7 1/2	30	10	3 1/2P	50	80	2 1/2P	90	80
Land Rover	'51-'53	8 1/2	1 1/4ID(M)	1 1/4ID(M)	V-12ID	5	30	10	7	50	80	3P	90	80
<b>STUDEBAKER</b>														
Champ. 6G	'47	8 3/4	1 1/4x2	1 1/4x7	V-38 3/4x1 1/2	4 1/6	30	10	1 1/2	90	90	2	Hy90	Hy90
Com. 14A	'47	10.82	1 1/4	1 1/4x11	42 1/2x.802	5	30	10	2 1/4	90	90	2	Hy90	Hy90
Champion 7G	'48	10	1 1/4(M)	1 1/4(M)	38 3/4x1 1/2	4.14	30	10	1.2P	90	90	2.08	Hy90	Hy90
Commander 15A	'48	13	1 3/4(M)	1 1/4x11	42 1/2x.802	5.00	30	10	2P	90	90	2.50	Hy90	Hy90
Champion 8-G	'49	9.15	1 1/4(M)	1 1/4	38 3/4x1 1/2	4.14	20(t)	10(T)	1 1/2P	90	90	2.08P	Hy90	Hy90
Commander 16-A	'49	10.82	1 1/4(M)	1 1/4	42 1/2x.802	5.00	20(t)	10(T)	2P	90	90	2.50P	Hy90	Hy90
Champion 9G	'50	8.35	1 1/4(M)	1 1/4x7	V-39 7/8	4.14	—	s	1.2(P)	90	2.08P	—	Hy90	Hy90
Comm. 17A	'50	11 1/4	1 3/4(M)	1 1/4x16 1/2	V-42 1/4	5.00	—	s	2.0(G)	90	2.50P	—	Hy90	Hy90
Champion 10G	'51	8.35	1 1/4(M)	1 1/4(M)	V-42 48x397 3/8	4.14	30	s	1.2(P)	90	90	2.08P	Hy90	Hy90
Commander V-8	'51	16.35	1 1/4(M)	1 1/4(M)	V-38 3/4x56 1/2x27 1/4	5.00	30	s	2(G)	90	90	2.50P	Hy90	Hy90
12H Champion	'52	8.35	(M)	(M)	V40 1/2x.678x44	4.14	30	s	1.2P	90	90	2.08	Hy90	Hy80
3G Commander	'52	14.30	(M)	(M)	V56 3/8x38 3/8	5.00	30	s	2.0P	90	90	2.50	Hy90	Hy80
14G	'53	8.35	1 1/4(M)	1 1/4(M)	V39 7/8x1 1/2	4.14	30	+++	1 1/2P	90	90	2.08P	90	80
4H	'53	14.5	1 1/4(M)	1 1/4(M)	V56 3/8x27 1/4	5	30	+++	2P	90	90	2 1/2P	90	80

For key to abbreviations see page 165

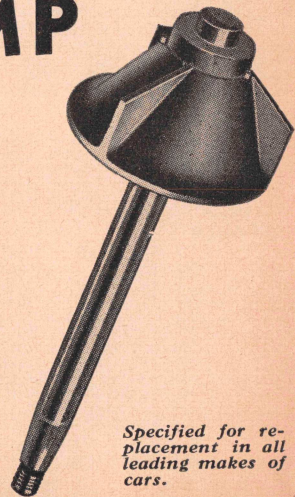


## COOLING AND LUBRICATION

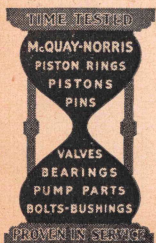
Make and Model	Year	Cooling System—W.H. Capacity, Imp. Qts.	Lower Radiator Hose— Diameter and Length	Upper Radiator Hose— Diameter and Length	Fan Belt Type and Size	Crankcase Capacity— Imp. Qts.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Transmission Oil Capacity—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Rear Axle Oil Capacity—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter
<b>SUNBEAM TALBOT</b> (English)														
90	'50	10	—	—	V	5 $\frac{1}{4}$	30	20	2P	30	30	1P	EP140	EP140
90 II	'51-'53	9.5	6.5x1.5	5.75x1.5	V-45.4	5.25	40	10	1.75	30	20	1.75	—	—
<b>TRIUMPH</b> (English)														
TRD (1800)	'47-48	9 $\frac{1}{2}$	—	—	—	7	30	20	2P	50	40	2 $\frac{1}{2}$ P	EP140	EP90
Series TRA	'49	9 $\frac{1}{2}$	—	—	—	5 $\frac{1}{2}$	30	20	1 $\frac{1}{2}$ P	50	40	2P	Hy90	Hy90
Series TRA	'51	9 $\frac{1}{2}$	—	—	—	5 $\frac{1}{2}$	30	20	1 $\frac{1}{2}$ P	50	40	2P	Hy90	Hy80
Mayflower	'53	6 $\frac{1}{2}$	1 $\frac{1}{8}$ x13 $\frac{1}{2}$	1 $\frac{3}{8}$ x5 $\frac{5}{8}$	V-200203	3	30	5W	1 $\frac{1}{2}$ P	90 Hy	80 Hy	1 $\frac{1}{2}$ P	90 Hy	90 Hy
<b>VANGUARD</b> (English)														
Sedan & Est. car	'49	18P	—	—	V	11P	30	20	1 $\frac{1}{2}$ P	50	40	2P	Hy90	Hy80
Sedan & Est. Car	'50	18P	—	—	V	11P	30	20	1 $\frac{1}{2}$ P	50	40	2P	Hy90	Hy80
Sedan & Est. Car	'51	18P	—	—	V	11P	30	20	1 $\frac{1}{2}$ P	50	40	2P	Hy90	Hy80
Standard	'53	7 $\frac{3}{4}$	1 $\frac{3}{8}$ x4	1 $\frac{3}{8}$ x5 $\frac{5}{8}$	V-58924	4 $\frac{3}{4}$	30	5W	1 $\frac{1}{2}$ P	90 Hy	80 Hy	2P	90 Hy	80 Hy
<b>VAUXHALL LIP</b> (English)														
Velox	'49	16 $\frac{1}{2}$ P	V	v	V-40 <sup>a</sup>	5 $\frac{1}{4}$	20	10W	1 $\frac{1}{4}$ P	90	80	2 $\frac{1}{2}$ P	Hy90	Hy80
Velox	'50	16 $\frac{1}{2}$ P	PV	v	V-40	5 $\frac{1}{4}$	20	10W	1 $\frac{1}{4}$ P	90	80	2 $\frac{1}{2}$ P	Hy90	Hy80
Velox	'51	16 $\frac{1}{2}$ P	—	v	V-40	5 $\frac{1}{4}$	20	10W	1 $\frac{1}{4}$ P	90	80	2 $\frac{1}{2}$ P	Hy90	Hy80
Vauxhall Lip	'52-'53	16 $\frac{1}{2}$ P	—	v	V40	5 $\frac{1}{4}$	20	10W	1 $\frac{1}{4}$ P	90	80	2 $\frac{1}{2}$ P	Hy90	Hy80
<b>WILLYS</b>														
CJ-2A Uni. Jeep	'47	9 $\frac{1}{2}$	—	—	V-42 $\frac{11}{32}$ x2 $\frac{1}{8}$	3 $\frac{1}{8}$	30	10W	2 $\frac{1}{2}$	90	90	2	Hy90	Hy90
CJ-2A	'48	9	1 $\frac{1}{2}$	1 $\frac{1}{2}$	V	3 $\frac{1}{8}$	30	20W	6T	90	80	2 $\frac{3}{4}$ f	Hy90	Hy90

# McQUAY-NORRIS WATER PUMP PARTS

GENUINE McQuay-Norris—  
the kind that gives your shop a  
reputation for service. Rust-  
less tin-plated impellers and  
chrome-plated shafts.



Specified for re-  
placement in all  
leading makes of  
cars.





## COOLING AND LUBRICATION

Make and Model	Year	Cooling System—W.H. Capacity, Imp. Qts.	Lower Radiator Hose—Diameter and Length	Upper Radiator Hose—Diameter and Length	Fan Belt Type and Size	Crankcase Capacity—Imp. Qts.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Transmission Oil Capacity—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Rear Axle Oil Capacity—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter
4-63.....	'48	9	1 1/2	1 1/2	V	3 3/8	30	20W	2 1/2 T	90	80	2	Hy90	Hy90
2-WD.....	'48	9	1 1/2	1 1/2	V	3 3/8	30	20W	3	90	80	2	Hy90	Hy90
4-WD.....	'48	9	1 1/2	1 1/2	V	3 3/8	30	20W	6	90	80	3f	Hy90	Hy90
6-63.....	'48	8	1 1/2	1 1/2	V	4 1/4	30	20W	2 1/2 T	90	80	2	Hy90	Hy90
CJ-2A.....	'49	9 1/4	1 1/2	1 1/2	V	3 3/8	30	20W	6t	90	80	2 3/4f	Hy90	Hy90
4-63.....	'49	9 1/4	1 1/2	1 1/2	V	3 3/8	30	20W	2 1/2 t	90	80	2	Hy90	Hy90
2 WD.....	'49	2	1 1/2	1 1/2	V	3 3/8	30	20W	3	90	80	2	Hy90	Hy90
4 WD.....	'49	2	1 1/2	1 1/2	V	3 3/8	30	20W	6t	90	80	3f	Hy90	Hy90
6-63.....	'49	8 1/4	1 1/2	1 1/2	V	4 1/4	30	20W	2 1/2 T	90	80	2	Hy90	Hy90
CJ-3A.....	'49	9 1/4	1 1/2	1 1/2	V	3 3/8	30	20W	6t	90	80	2 3/4f	Hy90	Hy90
4x3 Sta. Wgn.....	'50	11	1 1/2 (M)	1 1/2 (M)	—	4	30	20z	1 1/2 P	90	80	2P	Hy90	Hy90
4x4-63 Sta. Wgn.....	'50	11	—	—	—	4	30	—	—	—	—	—	—	—
6-73 Sta. Wgn.....	'50	9	1 1/2 (M)	1 1/2 (M)	—	5	30	20zz	1 1/2 P	90	80	2P	Hy90	Hy90
4-73 VJ Jeepster.....	'50	11	1 1/2 (M)	1 1/2 (M)	—	4	30	20zzz	1 1/2 P	90	80	2P	Hy90	Hy90
4-73 VJ Jeepster.....	'50	9	1 1/2 (M)	1 1/2 (M)	—	5	30	20zz	1 1/2 P	90	80	2P	Hy90	Hy90
6-73 VJ Jeepster.....	'51	11	1 1/2 (M)	1 1/2 (M)	—	4	30	20zz	1 1/2 P	90	80	2P	Hy90	Hy90
4-73 Stn. Wgn.....	'51	11	—	—	—	4	—	—	—	—	—	—	—	—
4x4-63 Sta. Wgn.....	'51	9	1 1/2 (M)	1 1/2 (M)	—	5	30	20zz	1 1/2 P	90	80	2P	Hy90	Hy90
6-73, 6-73VJ.....	'51	11	1 1/2 (M)	1 1/2 (M)	—	4	30	20zzz	1 1/2 P	90	80	2P	Hy90	Hy90
4-73 VJ Jeepster.....	'51	11	1 1/2 (M)	1 1/2 (M)	—	4	30	20zz	1 1/2 P	90	80	2P	Hy90	Hy90
685 Ace & Wing.....	'52	10	1 1/2	1 1/2	V40-1 1/2 x 5/8	4	30	30z	1 1/2 P	90	80	70	2P	90EP
675 Lark.....	'52	13	1 1/2	1 1/2	V37 1/4 x 1 1/8 x 42	4	30	30z	1 1/2 P	90	80	2P	90EP	90EP
CJ3B Jeep.....	'53	10	1 1/2	1 1/2	V.688 x 40	4 1/4	30	10	5 1/2 P	90	80	2 1/4 P	90EP	90EP

## WOLSELEY (English)

Six-Eighty.....	'48-'50	10	1 1/2 1Dx2 1/8	1 1/2 1Dx6 1/2	V-32x.625	5	30	20R	2P	Hy90	Hy80	2 1/2 P	Hy90	Hy80
Four-Fifty.....	'48-'50	7 1/2	1 1/2 1Dx2 1/8	1 1/2 1Dx6 1/2	V-32x.625	3 1/2	30	20R	1 1/2 P	Hy90	Hy80	1 1/2 P	Hy90	Hy80
Four-Fifty.....	'51	7 1/2	1 1/2 x 2 1/8	1 1/2 x 6 1/2	V-.625x32	3 1/2	30	20R	1 1/2 P	Hy90	Hy80	2P	Hy90	Hy80
Six-Eighty.....	'51	10	1 1/2 x 2 1/8	1 1/2 x 6 1/2	V-.625x32	5	30	20P	2P	Hy90	Hy80	2 1/2 P	Hy90	Hy80
Four-Fifty.....	'52-'53	7 1/2	1 1/2 x 2 1/8	1 1/2 x 6 1/2	V.625x32	3 1/2	30	20R	1 1/2 P	Hy90	Hy80	2P	Hy90	Hy80
Six-Eighty.....	'52-'53	10	1 1/2 x 2 1/8	1 1/2 x 6 1/2	V.625x32	5	30	20R	2P	Hy90	Hy80	2 1/2 P	Hy90	Hy80

## ZEPHYR (English)

Six.....	'52	22P	—	—	V	8.0P	30	10	2P	80	75	1.8	P80	80
Six Cylinder.....	'53	11	—	—	V32x 5/8	4	20	10	2P	80EP	80EP	2 1/2 P	90 Hy	80 Hy

## ABBREVIATIONS

(a)—110° angle moulded.

(aa)—11.245.

A—43" outside diameter, 1 1/2" width, 3/8" thickness.

AA—19 up to serial No. 2A-1750 (Nov. 18/40); 21 all units after.

(A)—Below 10°F S.A.E. 10.

B—15 when equipped with Dynaflo transmission.

(bb)—9.165 pints.

BB—19 up to serial No. 2D-250 (Nov. 18/40); 21 all units after.

C—S.A.E. 20, 10°F to 60°F; S.A.E. 10, 10°F and down.

(c)—S.A.E. 30, 65°F and up; S.A.E. 20, 10°-65°F; S.A.E. 10 10°F to -10°F; S.A.E. 5W -10°F and under.

cc—Two pieces 1 1/2" x 3 1/2", 1 1/2" x 5 1/2".

(cb)—Two pieces 1 1/2" x 4 1/2", Bypass 1 1/2" x 2".

(cc)—Two pieces 1 1/2" x 3 1/2", 1 1/2" x 5 1/2", Bypass 1" x 1 1/2".

(cd)—Two pieces 1 1/2" x 3 1/2", 1 1/2" x 5 1/2", Bypass 1" x 1 1/2".

ce—1 1/2" x 3 1/2", 1 1/2" x 4 1/2".

C—Two pieces 1 1/2" x 3 1/2", 1 1/2" x 5 1/2".

(C)—Two pieces 1 1/2" x 3 1/2", 1 1/2" x 5 1/2", Bypass 1" x 1 1/2".

(d)—Two pieces 1 1/2" x 3 1/2", 1 1/2" x 4 1/2".

DD—Torpedo 6-5 qts.; Deluxe 4 1/4 qts.

ee—Two pieces 1 1/2" x 3 1/2", 1 1/2" x 4 1/2".

E—Elbow type.

EP—Extreme pressure.

ET—English type.

f—2 1/2" front axle.

F—Formed tube.

(f)—Designed to fit pulleys.

g—Series 2000, 2200, 13 1/4 qts. Radiator hose 1 3/4" x 13 1/4".

Upper hose 1 3/4" x 8 1/2". Transmission capacity 1 1/4 pints.

Rear axle capacity 3 pints.

GG—Torpedo 6-3 1/4 pounds; Deluxe 2 3/4 pounds.

h—Below 40°F only.

HM—Hydramatic fluid.

Hy—Special hypoid lubricant.

i—Inside diameter 1 1/8" x 4 1/2" long.

I—Inside diameter.

m—80 below 10°F.

(m)—Inside diameter 1 1/8" moulded bend.

(M)—Moulded.

M—Multipurpose gear lubricant.

N—Right 1 1/4" x 1 1/2", left 1 1/4" x 1 1/2".

o—Optional.

O—Outside diameter.

p—P17—1 1/2" x 3 1/2"; P18—1 1/2" x 5 1/2".

(p)—Pints—overdrive 1.83 pints.

(pp)—Two pieces 1 1/4" x 8".

P—Imperial pints.

(P)—36 pints 7 ozs.

q—Quarts.

qq—Two pieces 1 1/2" x 3 1/2".

(q)—Two pieces 5 1/8" x 2 1/2".

(q)—Pints—overdrive 2.50 pints.

R—S.A.E. 10 below zero.

s—Oil grade recommended—SAE viscosity and temperature

range—Lowest anticipated temperatures:

+10°F—SAE 10-10W or 10W

+10°F—SAE 20.

+32°F—SAE 30

(s)—D30 rear axle oil capacity 3 1/2 pounds.

S—Straight mineral gear oil.



## COOLING AND LUBRICATION ABBREVIATIONS (Continued)

SS—Two pieces  $1\frac{3}{4}'' \times 4\frac{1}{2}''$ ,  $1\frac{3}{4}'' \times 8''$ .

(S)—Special Shape.

t—If over 90°F 30.

(t)—Or —30.

(T)—Or 20.

U—U.S. measure.

v—Formed  $2\frac{3}{8}''$ , diameter lower end  $1\frac{1}{16}''$ . Top end approximate length  $4\frac{5}{8}''$ .V—Bottom hose formed,  $1\frac{1}{2}''$  diameter, approximate length  $3\frac{3}{4}''$ . Top hose  $1\frac{1}{2}''$  diameter, length  $3\frac{5}{8}''$ .(w)—Windsor model  $2\frac{1}{2}$  pints.

W—Wedge type narrow "V".

W.H.—With heater. Capacity without heater approximately  $\frac{3}{4}$ -1 qt. less than figure shown.

x—S.A.E. 30 over 90 per cent or hard summer driving at high speeds.

(x)—Two used.

X—Right  $1\frac{3}{8}''$ , left  $1\frac{3}{8}''$ .(X)—C45 seven passenger sedan  $3\frac{1}{2}$  pounds.

(y)—Overdrive 5.1 pints.

z—As low as 10°F—10W.

zz—As low as 22°F—SAE 20 or 20W.

As low as 10°F—SAE 20W.

As low as —10°F—SAE 10W.

zzz—20 or 20W 10°-32°F—10W.

(z)—Overdrive 5 pints.

\*—Above 90°F use S.A.E. 40.

\*\*—Special lubricant for Simplimatic transmission.

\*\*\*—Series 2000, 2200-13 $\frac{1}{2}$ ; series 2500-15; series 2500, 2700 2800-16.

†—With overdrive-3 pounds.

††—With overdrive- $3\frac{1}{4}$  pounds.

†††—10°F to —10°F—10W; under —10°F—5W.

††—Above 32°F, S.A.E. 20 or 20W.

As low as 10°F—20W.

As low as —10°F—10W.

Lower than —10°F, 10W plus 10 percent kerosene (colorless, refined).

†††—With overdrive  $3\frac{1}{2}$  pounds.

‡—Plus 10W engine oil.

§—Transmission oil. Alternatives—Engine oil S.A.E. 70 (summer)

S.A.E. 50 (winter).

§§—Standard transmission only.  $2\frac{1}{2}$  pts. (refill 4 pts. if dry).Hydra-Matic 10 $\frac{3}{4}$  quarts. Cadillac Hydra-Matic Fluid only.

pints. Engine oil all weather No. 10W.

§—Plus one quart filter absorption.

¶—2126 Model 130° Angle Moulded.

▲—Early production  $4\frac{1}{2}$ .

10°F to —10°F; S.A.E. 5W—10°F and under.

(1)—Zero and below EP80.

(2)—Add Dynaflow, series 40—12 $\frac{1}{2}$ , series 50—16 $\frac{1}{4}$  qts.Without heater or Dynaflow, series 40—10 qts, 50—13 $\frac{1}{4}$ .Without heater, with Dynaflow, series 40—11 $\frac{1}{4}$ , 50 and

70—15 qts.

(3)—When equipped with Dynaflow, capacity is 16 $\frac{3}{4}$  pts.

Automatic Transmission fluid type A.

(4)—Use Automatic Transmission fluid type A.

(5)—Two pieces,  $1\frac{1}{2} \times 4\frac{3}{8}$  and  $1\frac{1}{2} \times 2\frac{5}{8}$ .

(6)—Moulded "S".

(7)— $2\frac{1}{4}$  with O/D.

(8)—Hydrumatic optional—use approved hydraulic fluid on'y.

(9)—Use engine oil only.

(10)—With O/D—3 qts.

(11)—With O/D—2.3 pts.

(12)—With O/D—3 pts., with hydrumatic 9.2 pts.

(13)—With Hydrumatic, 17 $\frac{1}{2}$  pts.

## FLAT RATE DATA—ENGINE

Operation Number	CHRYSLER	Plymouth	Dodge	Chrysler	De Soto	Time	Price
C-444	ENGINE PERFORMANCE INSPECTION—Includes: Check battery and line voltage, vacuum test, compression test, condenser test, coil test.....	ALL	ALL	C-28 C-34-C-38 C-30 C-36-C-37 C-39	ALL	.7	
C-445	ENGINE TUNE UP—(MINOR)—Includes: Clean and adjust—spark plugs, adjust breaker points, check distributor cap and rotor, inspect distributor wires, reset ignition timing, clean air cleaner, fuel bowls and adjust carburetor idle.....	ALL	ALL	C-28 C-34-C-38 C-30 C-36-C-37 C-39	ALL	.9	
C-446	ENGINE TUNE UP—(MAJOR)—Includes: Check with vacuum gauge, check battery voltage, clean and tighten battery cables and ground straps, tighten cylinder head and manifold studs, test vacuum, test compression, dress breaker points and adjust, check high tension and primary circuits for leaks, check distributor cap and rotor for cracks, clean and adjust spark plugs, set ignition timing, check coil, condenser and ignition wires, check and adjust generator charging rate. Examine all head light bulbs and refocus, check tail lamp bulbs, disconnect and blow out main fuel lines, clean fuel pump bowl, clean and recoil air cleaner, check fuel level and adjust carburetor, check windshield wiper, final check with vacuum gauge and road test.....	ALL	ALL	C-28 C-34-C-38 C-30 C-36-C-37 C-39	ALL	3.0	
C-447	IF NECESSARY TO ADJUST TAPPETS: (ADD)	ALL	ALL	C-28 C-34-C-38 C-30 C-36-C-37 C-39	ALL	1.1	



## FLAT RATE DATA—ENGINE

Operation Number	CHRYSLER (Continued)	Plymouth	Dodge	Chrysler	De Soto	Time	Price
C-449	ADJUST TAPPETS.....	ALL	ALL	C-28 C-34-C-38 C-30 C-36-C-37 C-39	ALL —	1.3 1.5	
C-553	GRIND VALVES, RESEAT INSERTS and TUNE ENGINE (COMPLETE).....	ALL	ALL	C-38 C-39	ALL	8.0 10.8	
C-554	REFACE VALVES ALL (REMOVED).....	ALL	ALL	C-38 C-39	ALL	.8 1.0	
C-555	GRIND VALVES, RESEAT INSERTS and TUNE ENGINE—With any operation where cylinder head is off.....	ALL	ALL	C-38 C-39	ALL	6.8 8.6	
C-557	REPLACE INSERT WITH VALVE GRIND (EACH) (ADD).....	ALL	ALL	ALL	ALL	.3	
C-559	REPLACE VALVE GUIDE WITH VALVE GRIND (EACH) (ADD).....	ALL	ALL	ALL	ALL	.3	
C-561	REPLACE CYLINDER HEAD OR GASKET.....	ALL	ALL	C-38 C-39	ALL	2.1 2.6	
C-563	REPLACE BROKEN STUD—When Cylinder head is off.....	ALL	ALL	ALL	ALL	.5	
C-567	REPLACE TWO VALVE COVER PLATES or GASKETS.....	ALL	ALL	ALL	ALL	.8	
C-569	REPLACE VALVE SPRING—Includes: Remove cylinder head and remove carbon (one).....	ALL	ALL	C-38 C-39	ALL	3.0 4.3	
C-571	DISASSEMBLE ENGINE FOR INSPECTION INCLUDES—oil pressure test, inspect all pistons, all cylinder walls, all connecting rod and crankshaft bearings.....	ALL	ALL	C-28-C-34 C-38 C-30-C-36 C-37-C-39	ALL —	3.5 4.1	
C-573	REASSEMBLE ENGINE AFTER INSPECTION INCLUDES—install all parts.....	ALL	ALL	C-28-C-34 C-38 C-30-C-36 C-37-C-39	ALL —	3.7 4.4	
C-648	REPLACE CYLINDER BLOCK FITTED WITH PISTONS (with fluid drive).....	—	D-19 D-22-D-24	— — C-28 C-34-C-38 C-30-C-36 C-37-C-39	— — S-8 S-10-S-11	19.5 18.9 20.5 19.1 23.9	
C-649	RECONDITION ENGINE INCLUDES: Disassemble, inspect, recondition cylinder walls, fit pistons, pins, rings, align rods, grind valves and tune engine—clean and paint.....	ALL	ALL	C-28 C-34-C-38 C-30 C-36-C-37 C-39	ALL —	17.0 21.0	
C-650	RECONDITION ENGINE COMPLETE (Removed) (ALL 6 cyl.) (ALL 8 cyl.).....	ALL	ALL	ALL ALL	ALL —	12.0 15.0	
C-651	RECONDITION ENGINE COMPLETE—Includes—remove engine, recondition cylinder walls, install pistons, pins, rings, align rods, install main and connecting rod bearings and crankshaft. Grind valves and tune engine—clean and paint. WITHOUT FLUID DRIVE.....	P-11-P-12 — P-14-P-15	D-19-D-20 D-21 — D-22-D-23 D-25	— — C-28 — C-34	— — S-8 — S-10	23.2 24.2 21.8 22.8	



## FLAT RATE DATA—ENGINE

**CHRYSLER**

Operation Number	Plymouth	Dodge	Chrysler	De Soto	Time	Price
C-652	RECONDITION ENGINE COMPLETE INCLUDES—Remove engine, recondition cylinder walls, install pistons, pins, rings, align rods, install main and connecting rod bearings and crankshaft, grind valves, tune engine, clean and paint WITH FLUID DRIVE.....					
	D-19	—	—	—	24.0	
	D-22-D-24	—	—	—	22.6	
		C-28	—	S-8	25.0	
		C-34-C-38	—	S-10-S-11	23.6	
		C-30-C-36	—	—	—	
		C-37-C-39	—	—	30.6	

**FORD**

Operation Number	Ford	Mercury	Monarch	Time	Price
MA-1-A	MAINTENANCE INSPECTION—1000 mile inspection preventive maintenance and lubrication. Follow operations as outlined in the Service Bulletin opr. MA-1-A. Includes Check battery and connections, check lighting system, check exhaust system. Check wheels and tires, check steering connections, check carburetor adjustment, check clutch and brake pedal adjustments, check windshield wiper, check cooling system, tighten transmission and rear axle housing bolts, tighten electrical connections at generator, regulator, starting motor relay, coil, and distributor, clean spark plug porcelains, and adjust belts, plus a complete 1000 mile lubrication (extra charge for lubricant and material).....				
	(All cars)			0.8	
MA-1-B	MAINTENANCE INSPECTION—5000 mile inspection, preventive maintenance and lubrication. Follow operations as outlined in Service Bulletin opr. MA-1-B. Includes a complete engine tune up, adjust service brakes, adjust hand brake, adjust toe-in, check clutch, tighten and adjust steering gear, adjust belts, align headlights, tighten rear axle housing bolts, tighten transmission housing bolts, tighten oil pan, tighten all electrical connections, inspect fuel system, adjust carburetor, inspect and tighten exhaust and intake systems, inspect and tighten springs, inspect and tighten cooling system, check operation of window lifts, align door striker plates and dovetails, and many other operations plus a complete 5000 mile lubrication (extra charge for lubricant and materials).....				
	(All Ford, Monarch and Mercury cars)			5.0	
	(All commercial cars)			5.0	
6000-A	Remove and install engine only. This is a basic operation and does not provide time for engine tune-up, road test, etc. Time for the removal and assembly of such parts as must be removed in order to remove the engine from the chassis, is included. However extra charge is to be made for removal of special equipment interfering with the operation. Operations not covered in this schedule that require the removal of the engine, may be estimated and added to the engine removal and installation time shown here.....				
	(All Ford, Monarch and Mercury V-8 engines)			3.9	
6010-A	CYLINDER BLOCK—Change cylinder block. Includes removing and replacing the engine in chassis (extra charge for removal of special equipment interfering with the operation). Remove carbon, clean oil pan, oil pump, carburetor, fuel pump, grind valves and replace clutch plate, disc, or pilot bearing if required. Also one hour has been allowed for performance services consisting of opr. 12000-E overhaul distributor, sand blast and spacespark plugs, adjust carburetor and road test.....				
	(All V-8 engines)			15.0	
6011-A	CYLINDER ASSEMBLY—Install exchange, rebuilt or new cylinder assembly. All parts and material extra. Includes removing and replacing the engine in chassis (extra charge for removal of special equipment interfering with the operation). Clean carburetor and fuel pump, replace clutch plate, disc, or pilot bearing if required. Also one hour has been allowed for performance services consisting of opr. 12000-E overhaul distributor, sand blast and spark plugs, adjust carburetor and road test.....				
	(All V-8 engines)			10.2	
6050-G	CYLINDER HEAD—Remove and install cylinder heads. Includes remove carbon from top of pistons, cylinder block and cylinder heads. (If equipped with aluminum cylinder heads add 1.0 hrs. for V-8 and 1.5 hrs. for V-12.).....				
	(All V-8 engines)			2.0(2)	
				1.3(1)	



## FLAT RATE DATA—ENGINE

Operation Number	FORD (Continued)	Ford	Mercury	Monarch	Time	Price
F-10	ENGINE TUNE-UP—(MINOR)—Includes: Clean and adjust points and plugs. Adjust carburetor idle.....	ALL	ALL	ALL	1.0	
F-30	ENGINE TUNE-UP—(MAJOR)—Includes: Overhaul distributor, carburetor and fuel pump. Clean and adjust plugs. Tighten cylinder heads and manifolds. Clear air cleaners. Check starter generator and wiring.....	ALL	ALL	ALL	3.9	
F-60	VALVES—GRIND—Includes: Overhaul distributor.....	ALL	ALL	ALL	6.6	
F-60A	VALVES—GRIND (heads off)—Includes: Overhaul distributor	ALL	ALL	ALL	4.6	
F-70	VALVES, REFACE (Valves Out) (EACH).....	ALL	ALL	ALL	.1	
F-80	CYLINDER HEAD—(REMOVE AND REPLACE OR RENEW)					
	(ONE HEAD).....	ALL	ALL	ALL	1.3	
	(BOTH HEADS).....	ALL	ALL	ALL	2.0	
F-90	CYLINDER HEAD GASKET, (RENEW)					
	(ONE).....	ALL	ALL	ALL	1.3	
	(BOTH).....	ALL	ALL	ALL	2.0	
F-100	VALVE SPRINGS—(RENEW).....	ALL	ALL	ALL	4.1	
F-100A	VALVE SPRING (ONE) (RENEW).....	ALL	ALL	ALL	3.2	
F-110	VALVE COVER GASKETS, (RENEW).....	ALL	ALL	ALL	1.0	

Operation Number	GENERAL MOTORS	Chevrolet	Pontiac	Oldsmobile	Buick	Time	Price
6-1	ENGINE—(IGNITION AND CARBURETOR)—ADJUST—Includes: Clean and adjust Spark plugs and breaker points, set ignition timing, adjust carburetor idle, remove, clean and replace carburetor air cleaner.	ALL				.8	
			6 cyl.....			.8	
			8 cyl.....			.9	
				6 cyl.....		.8	
				8 cyl.....		.9	
					Sing. Carb.....	.9	
					Double Carb.....	1.1	
6-B (Combination)	GRIND VALVES—(AT TIME OF TUNE-UP)	ALL				3.9	
			6 cyl.....			4.4	
			8 cyl.....			5.5	
				6 cyl.....		4.5	
				8 cyl.....		5.5	
					ALL	5.3	
6-C (Combination)	GRIND VALVES—(HEAD REMOVED)	ALL				2.1	
			6 cyl	6 cyl		4.0	
			8 cyl	8 cyl		5.0	
				ALL		3.0	
6-5	VALVE TAPPETS—ADJUST—ENGINE RUNNING—Includes: Warm up engine before lashing valves	ALL				.9	
			6 cyl	6 cyl		1.3	
			8 cyl	8 cyl		1.4	
				ALL		1.1	
6-10	ENGINE — (TUNE COMPLETELY) — Includes: Test compression; clean and adjust spark plugs; test coil and consenser; clean and adjust distributor points; clean and inspect high tension wires and distributor cap; inspect, clean and tighten battery terminals, cables and connections; test and correct ignition timing and generator circuits for voltage drop; inspect and clean starting motor commutator and brushes; check operation of starting motor and switch; inspect and clean generator commutator and						



# Renew Piston Rings

## in less than **4** hours



This factual picture story and time study was taken on a 2-ton Chevrolet truck, Series 1543, in the dealers service department. To insure a fair time comparison between the I-R Impactool and conventional hand tools, the same mechanic performed the service operation both ways.

We encourage you to prove this in your own shop by making similar tests. Your Jobber will be glad to make a demonstration.

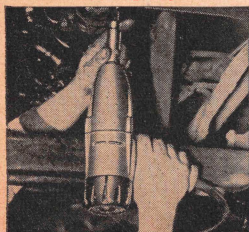
Since the *complete* job was performed several times with and without an Impactool, and all other factors were the same, the average time savings shown here were a *direct* result of the use of an Impactool.

Time using hand tools 5 hours 10 minutes  
 Time using IMPACTOOL 3 hours 55 minutes  
 Time Saved 1 hour 15 minutes

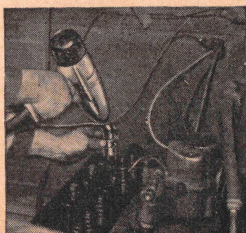
Write for bulletin CF-528

**Canadian**  
**Ingersoll-Rand**  
 Company *Limited*  
 820 CATHCART STREET, MONTREAL, QUEBEC.

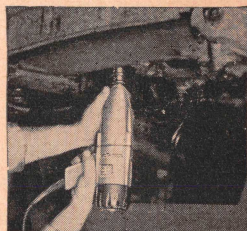
**R & R Connecting Rod  
 Bearing Caps**



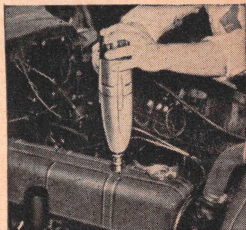
**R & R Manifold**



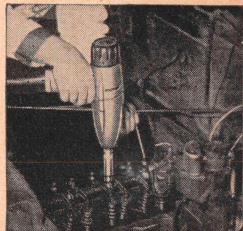
**D & C Steering Idler  
 and Third Arm  
 Bracket Assembly**



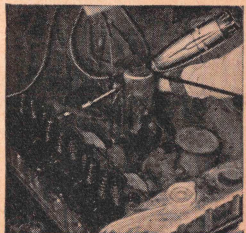
**R & R Valve Cover**



**R & R Rocker Arm Assembly**



**R & R Cylinder Head**





## FLAT RATE DATA—ENGINE

Operation Number	GENERAL MOTORS (Continued)	Chevrolet	Pontiac	Oldsmobile	Buick	Time	Price
6-10 (continued)	brushes; check and free up manifold heat valve: (Does not include removing manifold); adjust fan belt; tighten hose connections; inspect water pump for leaks; test operation of throttle and choke control; clean and re-oil carburetor and crankcase air cleaner; clean choke and fuel bowl filters; tighten fuel line connections clean fuel pump screen; warm up engine; set timing; torque cylinderhead and manifold bolts; adjust current and voltage regulator; adjust valve tappets; and adjust (carburetor) idle.						
	ALL.....					3.0	
	6 cyl.....					3.5	
	8 cyl.....					4.0	
				6 cyl.....		3.5	
				8 cyl.....		4.0	
				ALL.....		3.5	
6-40	CYLINDER HEAD—TIGHTEN WITH TORQUE WRENCH—Includes: Adjust tappets on valve-in-head engines		ALL	ALL		.9	
					ALL	.3	
						1.1	
6-42	CYLINDER HEAD—REMOVE AND REPLACE OR REPLACE GASKET—Includes: Clean carbon and spark plugs. Heat engine for tightening. adjust tappets valve-in-head jobs		ALL			3.0	
			6 cyl	6 cyl.....		1.6	
			8 cyl	8 cyl.....		1.9	
				ALL		4.0	
6-45	CYLINDER HEAD—VALVE-IN-HEAD-ENGINES—INSTALL NEW—Includes: Change over all parts, recondition and adjust valves—tune operation 6-1		ALL			5.8	
					ALL	7.7	
6-300	VALVE GRIND—Includes: Remove valve spring and check, remove, reface, reseal and grind valves. tune operation 6-1		ALL			5.6	
			6 cyl.....			6.5	
			8 cyl.....			7.8	
				6 cyl.....		6.6	
				8 cyl.....		7.9	
				ALL		7.3	

## FLAT RATE DATA—PISTON RINGS

Operation Number	CHRYSLER	Plymouth	Dodge	Chrysler	De Soto	Time	Price
C-583	PISTON RINGS (REPLACE)—Tune engine (minor) and adjust tappets.....	ALL	ALL	C-28 C-38-C-34 C-30 C-36-C-37 C-39.....	ALL	9.1    11.3	
Operation Number	FORD	Ford	Mercury	Monarch	Time	Price	
6149-A	PISTON RINGS (REPLACE)—Includes remove carbon (opr. 6050-G) and remove and clean oil pan and oil pump. (opr. 6600-B. (If equipped with aluminum cylinder heads add 1.0 hrs. for V-8 and 1.5 hrs. for V-12).....			(A 60 h.p. engines) (V-8 engines—1932-34) (V-8 engines—1935-40) (V-8 engines—1941-47)		8.5 8.5 9.0 8.0	
Operation Number	GENERAL MOTORS	Chevrolet and Pontiac 22-22S 1940	Pontiac except 22-22S 1940	Oldsmobile	Buick		
6-110	PISTON RINGS—(ALL)—REPLACE Includes clean carbon—align and adjust connecting rods—tune oper. 6-1. COMBINATIONS 6-C to 6-E, 6-H	9.0	6 Cy. 8 Cy.	7.0 9.0	6 Cy. 8 Cy.	7.1 8.6	11.1
6-115	PISTON RINGS—(ONE PISTON)—REPLACE	5.2	6 Cy. 8 Cy.	4.0 5.0	6 Cy. 8 Cy.	4.1 4.6	6.2
	For each additional piston—Add	.5		.4		.4	5



## FLAT RATE DATA—CLUTCH OVERHAUL

### Operation Number      CHRYSLER

		Plymouth	Dodge	Chrysler	Desoto	Time	Price
C-203	CLUTCH DISC OVERHAUL (WITH FLUID DRIVE AND SIMPLIMATIC TRANSMISSION VACUUM OR HYDRAULIC)—(REPLACE).....	—	—	C-28-C-34 C-36-C-37 C-38-C-39	S-8-S-10 S-11	3.1	
C-204	CLUTCH DISC OVERHAUL (WITH FLUID DRIVE AND O.D.)—(REPLACE).....			C-30	—	2.9	
C-204a	CLUTCH DISC OVERHAUL (TRANSMISSION REMOVED) (REPLACE)—.....	ALL	ALL	ALL	ALL	.6	

### Operation Number      FORD

		Ford	Mercury	Monarch	Time	Price
7563-B	CLUTCH DISC OVERHAUL—Change clutch disc or pressure plate. Add opr. 6675-A or 6675-B if necessary to remove engine oil pan. Time is controlled by method required in various units.			(By removing V-8 engine) (By moving rear axle back except Ford and Mercury—1941-42) (By removing jack shaft)	4.4 3.5 2.5	

### Operation Number      GENERAL MOTORS

		Chevrolet	Pontiac	Oldsmobile	Buick	Time	Price
6-710	CLUTCH DISC OVERHAUL, (REPLACE) COMBINATIONS 6-L, 6-Q, 6-R		3.7	20, 22 Others	3.4 2.5	2.5	5.2

## FLAT RATE DATA—SPECIAL SERVICES

### BATTERY

Operation Number	Details of Operation	HOURS	
		On Car	Off Car
B-20	Re-charge battery only	¾	5/14
B-21	Re-charge battery and supply rental for three days (each additional day .25c extra)	¾	½
B-22	Remove and re-seal battery only	½	¾
B-23	Remove, re-seal, recharge and supply rental for three days (each additional day .25 extra)	1	¾
B-24	Replace Battery Containers On any size battery, labour only Container extra (S.T.—Straight Time)	S.T.	S.T.

### BRIGGS AND STRATTON GASOLINE ENGINE OVERHAULS

Operation Number	Models	Net Labour or Overhaul Prices
500	WI WM WMB NS U	

505	5S 6S	4
510	I N 8 9 14 23 A	5
520	B H K Y	5½
	Z	6

MATERIAL SHOULD BE EXTRA ON ALL ABOVE OPERATIONS  
DO NOT LIST SMALL MISCELLANEOUS PARTS AND CLEANING FLUIDS USED

### CARBURETOR

Operation Number	Details of Operation	HOURS	
		On Car	Off Car
	ALL PASSENGER CARS AND TRUCK COMPLETE RE-OPERATION RESTORE TO MFGRS. ORIGINAL STANDARDS		
300	All updraft types to 1 inch	1½	1-1/10
301	All updraft types over 1 inch	S.T.	1½
302	All single downdrafts without automatic choke	1½	1¾
303	All single downdrafts with automatic choke (including choke)	2	1¾
	Governor charge extra	2½	2-1/10



# **FLAT RATE DATA—SPECIAL SERVICES**

## **CARBURETORS—(Continued)**

Operation Number	Details of Operation	HOURS	
		On Car	Off Car
304	All dual downdrafts without automatic chokes	2	1½
304A	All dual downdrafts without automatic chokes (Ford only)	1¼	1¾
305	All dual downdrafts without automatic choke (including choke)	2½ S.T.	2
306	Cab over engine	1¾	1
306	Velocity built in governor	1¾	1
308	Automatic chokes (all types)	1¾	1

MATERIAL SHOULD BE EXTRA ON ALL ABOVE OPERATIONS

## **CHARGING CIRCUITS, GENERATOR**

Operation Number	Details of Operation	HOURS	
		On Car	Off Car
100A	Recondition Charging Circuit and Belt Driven Generator WITHOUT Regulator including elimination of all points of electrical resistance.	2¾	
100B	Recondition Belt Driven Generator without Regulator		1½
101A	Recondition charging circuit and belt driven Generator with TWO CORE Regulator including elimination of electrical resistance	3¾	
102A	Recondition Charging circuit and belt driven Generator with THREE Core Regulator, including elimination of all points of electrical resistance	3-7/10	
103B	Gear driven Generator except on very large types, such as Lincoln models		1¼
104B	Truck generators D.R. and A.L. (5" diameter or over)		2
103A	Recondition Charging circuit including removal and installation	S.T. plus 1¼	
104A		2	
105	Recondition charging circuit and any Generator not listed above: (i.e. C.A.V., Leece-Neville) cab over engine—all above operations on straight time basis.	S.T.	S.T.
216	Single points without vacuum advance, complete reoperation		

## **DISTRIBUTOR**

Operation Number	Details of Operation	HOURS	
		On Car	Off Car
217	including calibration of advance curve. Single points with vacuum advance, complete reoperation including calibration of mechanical and vacuum advance curve.	1¾	1
218	Dual points without vacuum advance including complete reoperation and calibration of Advance curve	1¾	1¾
219	Dual points with Vacuum advance, including complete reoperation and calibration of mechanical vacuum advance curve.	1¾	1¾
220	All Twin Ignition Units including complete reoperation and calibration of advance curve	2-1/10	1¾
221	Ford V8 including complete reoperation and calibratioadvance no Af curve.	S.T.	S.T.
		1¾	1

MATERIAL SHOULD BE EXTRA ON ALL ABOVE OPERATIONS  
Cab over engine

## **ELECTRIC AUTOMOTIVE CLOCKS**

Operation Number	Details of Operation	HOURS	
		On Car	Off Car
B1	Reoperate Borg clock		6/7
B2	Reoperate New Haven clock		1½
B3	Reoperate Jaeger clock		1½
B4	Reoperate Lux clock		1½
B5	Reoperate Delco clock		1½

MATERIAL SHOULD BE EXTRA ON ALL ABOVE OPERATIONS

## **FUEL PUMPS, AUTOPULSE**

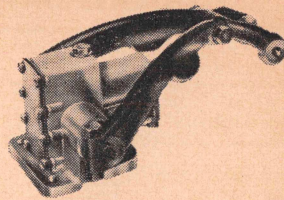
Operation Number	Details of Operation	HOURS	
		On Car	Off Car
400	X Single pumps	1¾	1
		plus parts	plus parts
Operation Number	Details of Operation	HOURS	
		On Car	Off Car
401	Z Double pumps	3¼	2
		plus parts	plus parts
	Autopulse single	1½	1½
		plus parts	plus parts
	Installation	S.T.	S.T.

Note: Some Fuel pumps may be subject to an additional charge depending on how the unit is mounted.

MATERIAL SHOULD BE EXTRA ON ALL ABOVE OPERATIONS



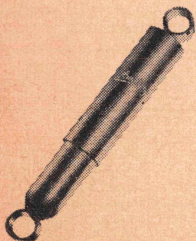
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EQUIPMENT  
ON OVER 75% OF**



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**MONTREAL**



## FLAT RATE DATA—SPECIAL SERVICES

### MAGNETO

Operation Number	Details of Operation	HOURS	
		On Car	Off Car
141	All Standard types such as American Bosch, Fairbank-Morse, Eisemann, and Spitforf, without impulse and coupling.	2 $\frac{3}{8}$	
142	Impulse starter or coupling	$\frac{3}{8}$	
143	All types such as Wico with impulse All Models or any type not listed above quotations can only be given after unit is examined by Magneto Technician Removing or re-installing Magnetos on any and all motors is commonly done on Straight Time only.	2 $\frac{3}{8}$	
MATERIAL SHOULD BE EXTRA ON ALL ABOVE OPERATIONS			

### MOTOR TUNE—UP

Operation Number	Details of Operation	HOURS	
		On Car	Off Car
156	Complete check up and report No refund	$\frac{3}{8}$	
157	Mileage test only (Tested on road with Autolec Mileage Tester)	S.T.	
157A	Dynamometer Test	1-1/14	
COMPLETE MOTOR TUNE-UP			
158	4 Cylinder cars (All)	2 $\frac{1}{2}$	
159	6 Cylinder cars and Ford V8, and Mercury V9	3	
160	All 8 cylinder cars and Lincoln Zephyrs	3 $\frac{1}{2}$	
161	12 cylinder cars (all except Lincoln Zephyrs)	4	
161A	16 cylinder cars (all)	6	

Reoperation of Distributor—clean and re-gap spark plugs, clean filter bowls and replace gaskets, tighten intake and exhaust manifold, free up manifold heat valve, lash overhead valves only, re-set ignition timing, clean and replace battery terminals. Check battery, replace necessary light bulbs in addition, check all lights and lighting circuit, all instruments, windshield wipers, cooling system, shock absorbers and remove all wheels for examination of brakes, steering geometry, charging and starting circuits, ignition, truck and door locks. Check operations of carburetor to Mfrs. standards, adjust only if necessary.

MATERIAL SHOULD BE EXTRA ON ALL ABOVE OPERATIONS

### RADIATOR

Operation Number	Details of Operation	HOURS	
		On Car	Off Car
R-1	Four and six cylinder cars, Boilout on car	1-3/10	
R-2	Eight Cylinder cars. Boil out on the car, including Ford and Mercury V8	1 $\frac{1}{8}$	
R-3	All V Type engines. Boil out on car, (except Ford and Mercury V8)	2	
R-4	Reverse flush on any car	1 $\frac{1}{8}$	
R-5	Flow test on any car	$\frac{3}{8}$	
R-6	Place radiator core in boiling out tank, reverse power flush, flow test, make minor repairs and paint (major repairs additional straight time)	S.T.	S.T.

NOTE: Removing and re-installing Radiator from cars (all types) of repair done on Straight time basis only at current labour charges.

### REGULATORS

Operation Number	Details of Operation	HOURS	
		On Car	Off Car
106	2 and 3 core, calibrate to Manufacturer's original standards	1-3/7	1
108	4, 5, 6 core	S.T.	S.T.
MATERIAL SHOULD BE EXTRA ON ALL ABOVE ITEMS ARMATURE MACHINING ETC.			
109	Turn in lathe test and undercut		5/14

### SHOCK ABSORBER

Operation Number	Details of Operation	HOURS	
		On Car	Off Car
Single and direct acting: Complete Reoperation—Material extra			
48	Each unit		39/70
Double Acting: Complete Reoperation—Material extra			
49	Each Unit	$\frac{3}{8}$	7/10
NOTE: Overhaul prices include only labour, fluid, washers and gaskets. Major parts such as pistons, piston rod, seals, arms to be charged for in addition.			
52	Remove, flush, refill and adjust shocks on any car without individual front wheel suspension or rear swaybar; any type shocks, parts included	$3\frac{3}{8}$	
53	Refill two fronts only on any type, front wheel suspension, Parts included	$\frac{3}{8}$	
54	Remove, flush, refill and adjust and install heavier valves on rears only, on any car with rear swaybar that is necessary to remove rear wheels, 2 units, parts included.	$3\frac{3}{8}$	



## FLAT RATE DATA—SPECIAL SERVICES

### SHOCK ABSORBER—(Continued)

Operation Number	Details of Operation	HOURS	
		On Car	Off Car
55	Remove, flush, refill and adjust and install heavier valves on all types without individual front wheel suspension. Parts included		4½

NOTE: Repair work of any kind on all cars with individual front wheel suspension (any type) or rear swaybar, prices can only be quoted after examination of units by a Shock Absorber Technician.

All the foregoing miscellaneous prices includes new valves, gaskets, and correct fluid only. Any other parts such as links, grommets, arms and bushings will be charged extra.

### SPEEDOMETERS

Operation Number	Details of Operation	HOURS	
		On Car	Off Car
280	Reoperate Auto-Lite or Motometer	S.T.	1-5/7
281	Reoperate A.C., K.S.	S.T.	1-3/7
282	Reoperate Waltham	S.T.	1-3/7
283	Calibrate to correct M.P.H.	S.T.	S.T.
284	Reset Mileage recording, to any specified mileage. As unit only remove and replace on Straight time basis only.		S.T.

MATERIAL SHOULD BE EXTRA ON ALL ABOVE OPERATIONS

### STARTING CIRCUIT, STARTING MOTOR

Operation Number	Details of Operation	HOURS	
		On Car	Off Car
200A	Recondition Starting Motor Circuit on all conventional Starting Motor of a 6V Clutch Bendix Type, or otherwise (less solenoid) including the elimination of all points of resistance in the starting circuit.	2½	
200B	Recondition conventional type Starting Motors, 6V clutch, Bendix or otherwise without Solenoid		1½
201A	Recondition Starting Motor Circuit and all conventional Starting Motor of a 6V Clutch Bendix Type, or otherwise (including Solenoid), including the elimination of all points of resistance in the Starting Circuit.	3-7/10	
201B	Reoperation of Solenoid switch		1
203	C.A.V. and Leece-Neville—Reoperation of charging circuit and starting motor, including Switch and controls	S.T.	S.T.

Operation Number	Details of Operation	HOURS	
		On Car	Off Car
204	Starting Motor reoperation in combination with reconditioning of Charging Circuit Removal and installing plus Starting Motor "B" operation		¾

### WINDSHIELD WIPER DEPARTMENT AND ALL TRICO PRODUCTS

Operation Number	Details of Operation	HOURS	
		On Car	Off Car
120	All small Standard Trico Motors, complete reoperation remove and replace straight time		¾ plus parts
121	All large Super Trico motors, complete reoperation. Remove and replace—straight time		¾ plus parts
121A	All large Super Trico Motors, complete reoperation. Remove and replace—straight time.		1 plus parts
122	Mechanical wipers such as used on some models of Nash cars. Send car to dealer.		
124	Bosch, Stewart-Warner and Owen Dyneto Electric. Labour only.	S.T.	1
125	Auto-Lite Electric (labour only) as unit. Remove and replace on Straight time basis only.		1½
126	Pressure Wipers, repaired on Straight time basis only		
127	Wiper linkage, electric or vacuum repaired on straight time basis only.		
128	Trico Vacuum Pumps, Vacuum Fans or Windshield Washers are usually exchanged but if and when repaired are done on straight time basis only.		

### WIRING TROUBLES (ALL TYPES)

Operation Number	Details of Operation	HOURS	
		On Car	Off Car
191	Correct short circuit in wiring causing fuses to blow	1½	
192	Correct high resistance in wiring causing battery to run down	1½	

#### NOTE:

Any of the above operations carried out on any commercial vehicle large enough to have clearance lights are usually charged straight time only. Replacing damaged or burned wiring or completely re-wiring or installing complete new wiring harness usually done on straight time only.



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